ABSTRACTS

XVI AESOP CONGRESS

Main Theme

Planning in Border Regions

JULY
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UNIVERSITY OF THESSALY
Department of Planning and Regional Development

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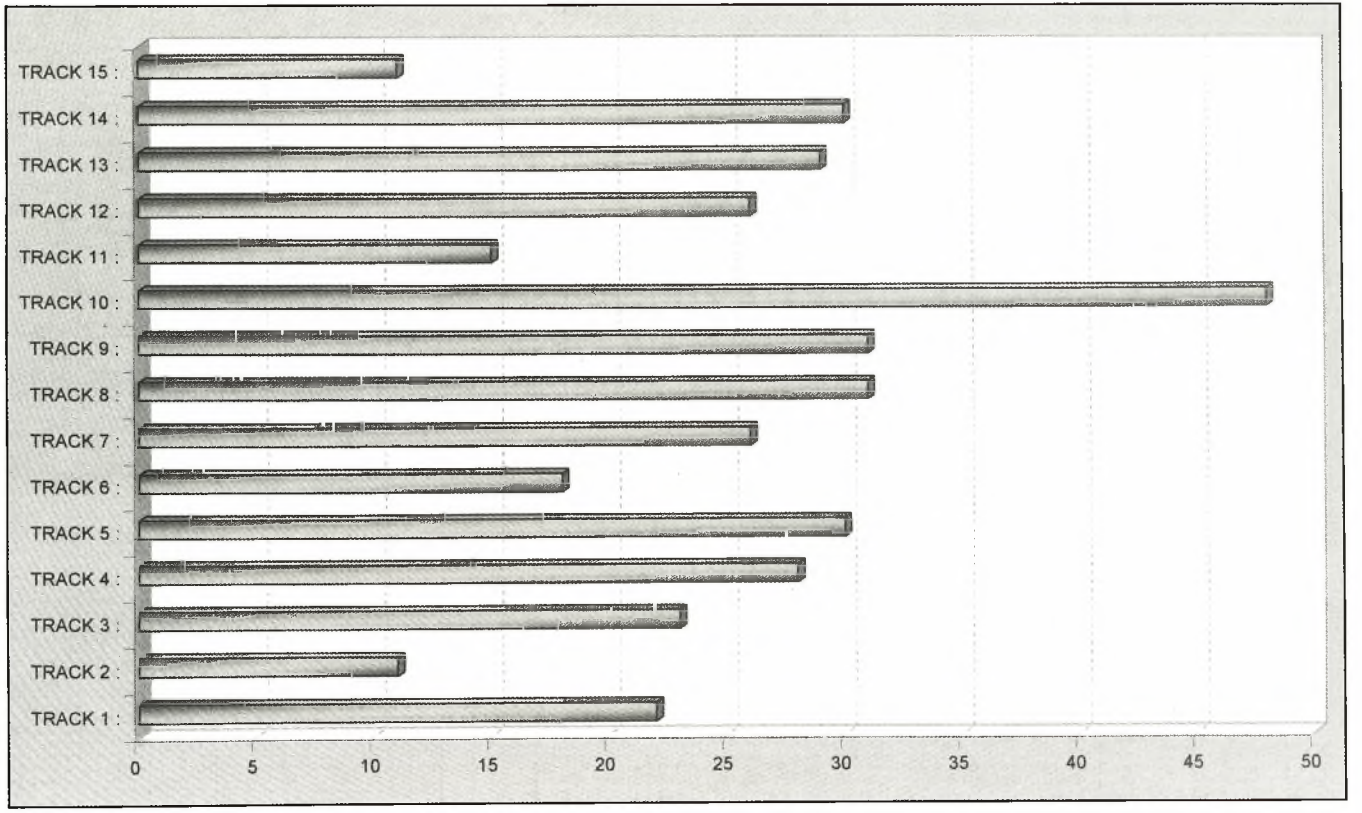

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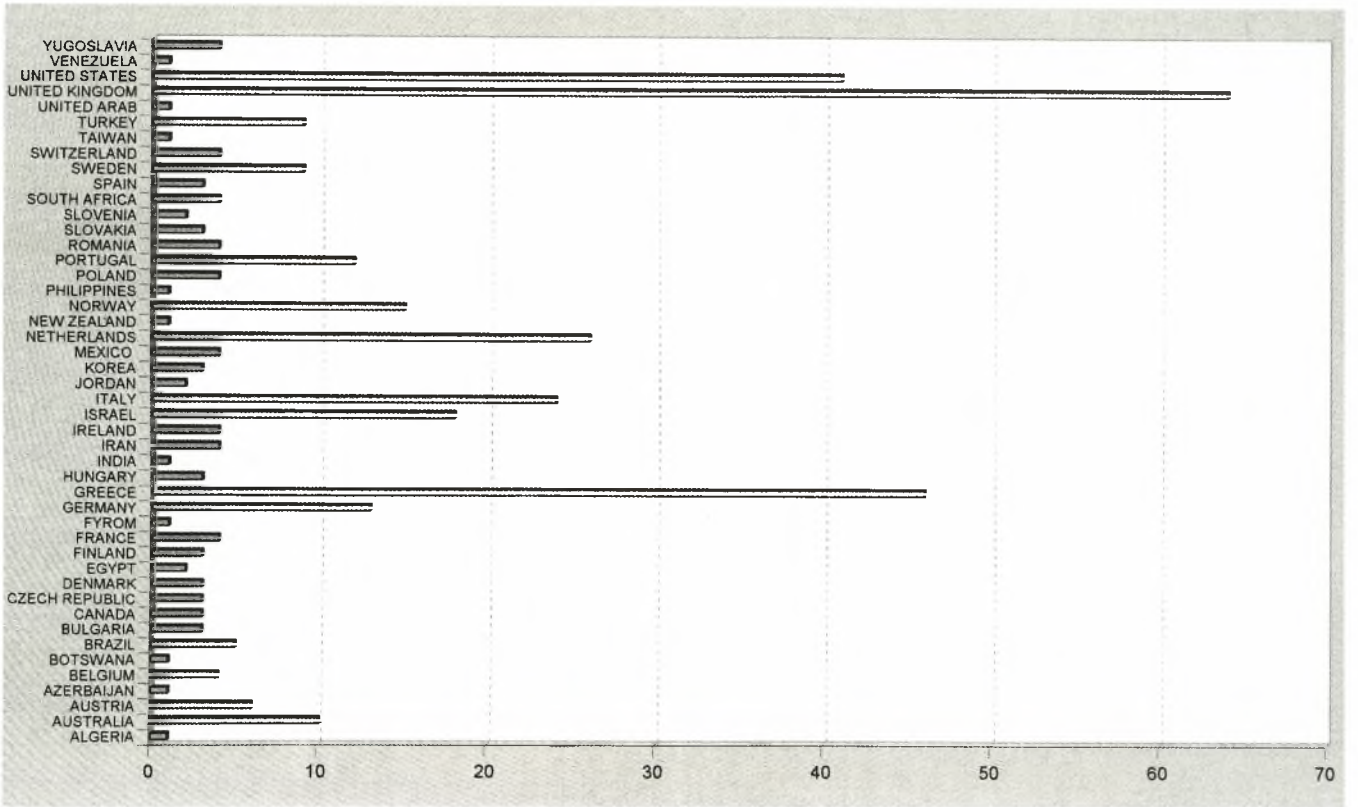

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TRACK 1

PLANNING IN BORDER REGIONS

Co-chairs:
K. Maier - G. Schimak

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A PLANNING PERSPECTIVE FOR MANAGING CHANGE: THE CASE OF DIVIDED CITIES

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This paper, based on case studies of planning for promoting development potential rather than resisting it in Nicosia, Cyprus and in Gaza, Palestine, argues that similar planning processes can result in similar socio-spatial outcomes despite different political institutions and traditions. The paper starts by debating issues raised in Communicative Planning Theory, together with its strengths and limitations in translating planning policy discourses into outcomes. It then moves on to look at the extent to which embodied strategies in Planning Theory offer the possibility for changes in spatial planning of divided cities, with particular emphasis on cities overwhelmed by political factors in multi-ethic societies, such as Nicosia and Gaza. By the end, this paper draws upon some guidelines for building up an effective consensus building to manage the unique development of Nicosia and Gaza cities.

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REGIONAL DEVELOPMENT ISSUES IN BORDER REGION OF SISTAN & BALUCHESTAN

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The area of Sistan & Baluchestan is the most south eastern province of Iran. Its extent in area is about 187502 square km. Its population is 1722579 persons (1996) and it has 987 km borderline with Pakistan and Afghanistan.

Iran's eastern borderline was specified by the border commission according to the plan of Goldsmith in September 1871, while India was a protectorate of Great Britain. This political border line separated parts of great Baluchestan from Iran. Nowadays the majority of Baluch population (about ten million persons) lives in the Baluchestan of Pakistan. The extent of Baluchestan of Pakistan is about 347000 square km. Part of Baluch population are also settled in the Afghanistan.

Iranian Baluchestan from the viewpoint of development indices has the lowest position among the other provinces of the country, and is a depressed area. There is negative relation between poverty and borderline in Baluchestan, but the relation between border and deprivation is positive. That is, closer to the borderline, larger the economic and income possibilities, but lack infrastructures and services. At the same time the documents show that Iranian Baluchestan is more developed than the Baluchestan of Pakistan.

In the border line of Iranian Baluchestan there are several urban centers such as Mirjaveh, Zahedari and Saravan, that in spite of many efforts after the Islamic revolution for supporting the depressed, area, are yet undeveloped, in comparison to other urban centers of country.

Specifying the position of Sistan & Baluchestan Province comparatively among the other provinces of country from the viewpoint of development level and considering the border factors responsible for this situation are the main aims of this paper.

The data used in this study were selected from field study and some other source. So the area were visited and there were discussion with the people living in the area urban centers about the aims of the research. Finally, the collected data has been analyzed on the basis of some theories.

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BORDERS IN SPACE, BODY AND MIND

To establish borders in space means to categorise. To categorise is one of the most fundamental and profound phenomena in the human mind. The philosopher Mark Johnson and the linguist George Lakoff write in their book, **Philosophy in the Flesh:**

"Every living being categorizes. Even the amoeba categorizes the things it encounters into food or nonfood, what it moves toward or moves away from. The amoeba cannot choose whether to categorize; it just does. The same is true at every level of the animal world. Animals categorize food, predators, possible mates, members of their own species, and so on. How animals categorize depends upon their sensing apparatus and their ability to move themselves and to manipulate objects."

The way we organise and name the different categories have according to Lakoff and Johnsen intimate relations to bodily experiences. And from these experiences we give name to the ways we categorise spatial relations.

In all disciplines and professions we work with categorisations, partly to limit (avgrense) and define what we observe, and partly to introduce new categories. Borders are established from nature, by rivers and mountains, by production technology and organisation of production in the rural areas, by large transportation systems, how instructions and regulations by laws shape borders, by political and administrative borders, and how spatial planning and design categorise and create borders.

The paper will analyse how different kinds of borders and limits are found in some plans for the city and region of Trondheim in Norway. The plans used as examples have a wide time span from 1681 up to the 1980`s.

One of the intentions of the paper is to show how different ways of categorisation appear as physical structures in this city and its region.

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ECONOMIC INTERACTION AND REGIONAL DEVELOPMENT ACROSS THE RUSSIAN- NORWEGIAN BORDER

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Institutions and participants in the Barents Euro - Arctic Region frequently underline the importance and need for cross border contact. These statements have economical, cultural, environmental and military stabilising objectives. Implicit in the statements is a certain belief, that economic cooperation will produce regional and local development and thereby lead to the desired goals. The research question in this study is: Do cross border economic cooperation and trade between Norway and Russia produce local development on both sides of the Russian -Norwegian border? This can be formulated as a question about the local consequences of cross border economic cooperation. The project identifies and describes some processes of interaction and analyses the consequences of this cooperation at a local level. I'm doing this with a case study approach, analysing processes of cooperation within the fishery sector between small peripheral communities in the North of Russia and Norway.

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WHEN IS A BORDER NOT A BORDER? PLANNING FOR AN INTEGRATED EUROPE

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Border regions are the apotheosis of non-integration in a European sense because they represent - in both space and time - the continued existence of differences between member states. And yet the characteristics of an integrated border region and the policy mechanisms required to achieve it are far from clear, despite both the interest in border regions and the operation of the Interreg initiative.

Logically speaking, it is clear that the general goal of integration is not to make things the same. It would not be possible or desirable to make all of Europe's regions identical, and as the definition of integration is to join separate parts together to make a whole, the crucial point seems to be that the individual parts function as part of the whole. The unstated goal of the European Union in relation to border regions would thus seem to be the creation of boundaries which recognise important cultural and lingual differences, but which join rather than separate areas with common political, economic, judicial and administrative frameworks. The key question is how this is achieved.

Since the mid 1990s the European Union has supported cross-border collaboration generally, and cross-border and transnational planning in particular. The rationale for this is quite clearly that fostering cross-border collaboration helps to overcome the obstacles and barriers associated with boundaries - and to promote integration. Spatial planning across national borders thus appears to have some significance beyond the co-ordination of territorial development. Arguably, it as much the **process** of cross-border and transnational planning which is important, as the **product**.

Starting with an exploration of the nature of borders and European integration, this paper attempts to unravel the significance of spatial planning in the process of European integration and the demolition of border barriers.

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BORDERLAND CONFLICT, BUILT FORM AND URBAN DESIGN

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This study examines planning issues relevant to border regions with particular reference to a case study of Kinmen Island situated eight kilometers offshore from Fujian Province of China. The study pays particular attention to the specific history, culture and society. Certain planning problems are shared in common by many borderlands; planning strategies should include the needs and aspirations of local people.

Kinmen Island (known as Quemoy) is ruled by Taiwan and has been the frontline between Taiwan and China since the 1949 civil war. More recently, the military and civilian administrations were separated when martial law was lifted in 1992. in 1995 the Ministry of Interior Affairs established Kinmen National Park. Moreover, the experimental "Three Mini Links" between Taiwan and China in 2001 again put Kinmen at the forefront of a new challenge.

The difficulties for future planning policy are that military occupation has resulted in economic underdevelopment, and neglect of the built environment and a landscape affected by the presence of former defensive structures. Military control froze the traditional settlements and buildings, which were built at the end of the 18th century. This study identifies three existing administrative forces influencing built form and landscape directly and indirectly. Tourism from Taiwan and the interactions between Taiwan and China via Kinmen also has crucial impacts on the economic and social development, built environment and landscape of Kinmen.

The study examines the results of early stages of the research and a wide range of practices in Kinmen Island in order to create a strategy-setting model for wider application. From the perspective of urban design, the paper offers some steps towards a solution to long-standing problems in the built environment of borderlands.

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MAPPING MIGRATION IN MACEDONIA

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This project, Mapping Migration, is constructing a Geographical Information System (GIS) and web-site, hosted by King's College London Centre for Computing in the Humanities. The partners are The Refugee Studies Centre, University of Oxford, The Centre for Computing in the Humanities, King's College London and The Research Centre for Macedonian History and Documentation, Thessaloniki. The project focuses on a section of the geographical region of Macedonia, more precisely the district of Kastoria, part of the Monastir Vilayet during the Ottoman empire, named prefecture of Kastoria and Florina when incorporated within the Greek state (1913), then becoming district of Kastoria following the end of the II world war and the Greek Civil war (1948).

Mapping Migration starts at the present day and is organised in layers defined by a timeline showing significant events and migrations in the period 1880 to 2000. The backbone of the presentation is a series of about thirty maps (geographical, ethnological, religious, transport infrastructure, administrative and political). Many of these maps are being generated during the analysis of data by an off-line Geographical Information System (GIS). Interactive access to content is via location hot spots on specially produced image maps; these assist the users to navigate their way through the site. The hot spots will also have search options that will allow access to the different categories of information within the site.

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TOGETHER WE STAND - UNITED WE WIN? EUREGIO`S BETWEEN AUSTRIA AND IT`S CEEC NEIGHBORING COUNTRIES

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Austria had been situated on a "dead" border for more than 50 years. By opening up the borders a new economic and cultural attitude arises in the regions. At the external border of the European Union towards the Middle and Eastern European countries numerous EUREGIOs were formed after the fall of the Iron Curtain. EUREGIOs arose after the Second World War at the German borders in order to promote confidence between former enemies and in order to match common interests.

The border regions still suffer from various problems like for example weaknesses in structure, which can not be solved by promoting "classic" infrastructure, like roads, railways and border crossings. The access towards information, contact addresses and the knowledge about the neighbours has to be improved. Also in the border triangle Weinviertel-South Moravia-West Slovakia the EUREGIO idea is put into practice. The Weinviertel has one of the lowest gross domestic products of Lower Austria. The birth rate is negative. There are few jobs in this region, the working population commutes to the conurbation Vienna. In the neighbouring areas of South Moravia and West Slovakia the situation is quite similar. It is essential that the participating regions consider the EUREGIO as a common development chance.

Cross border cooperation has become very important for the regions in Lower Austria particularly from the programs INTERREG and PHARE CBC. Therefore the regional managements merged together in the network project "EUREGIO forum" to improve the quality and efficiency of cross border activities in Lower Austria.

The paper describes the activities of this platform, which provides several services like advanced training in cross border management, international conferences and symposiums, information service or a price for innovative cross border projects.

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EUROPEAN LOCAL DEVELOPMENT POLICIES: LESSONS FROM THE STRUCTURAL FUNDS IN THE EASTERN ALPINE AREA

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The paper regards a research program that was carried out in the context of the European "Region Alp" project (Pilot Action "Alpine space", A1 Project, art. 10, ERDF). The Italian "Regione Autonoma Friuli-Venezia Giulia", with the contribution of other institutional regional partners - Austria, Germany, Slovenia, Switzerland and Liechtenstein (and the corresponding research centres) - coordinated the regions involved in the project. The research project investigated the initial effects brought about by the implementation of the 1994-'99 European structural funds policies (Objectives 2, 5a; 5b; Programs Interreg II and Leader II) in the "multiregional" and "multinational" system of the Eastern Alpine Arc. In this wide area, the presence of many borders between Member States of the European Union, and between these and Third Countries, makes cross-border cooperation very important in many sectors of activity. For this reason the Eastern Alpine area is also strongly concerned by the implementation of Community programmes such as INTERREG and PHARE (for non-EU Countries).

Nevertheless the research pointed out that there are some crucial aspects that lead to consider the Alpine Arc as a common context for policies aimed not only at mitigating some specific and sectorial problems but also at recognising the Alpine Arc as a whole and, at the same time, as a really problematic and conflictual area.

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The planning work was directed by The ECF-economic cooperation foundation.

DESIGNING A "COOPERATIVE BORDER" SYSTEM

The overarching goals were to create a concrete program for the development of the border area between Israel and the future Palestinian State on a northern axis. To strengthen the border as an area of cooperation and interaction; and, to this end, determine and outline the possible land designation, the necessary resources and mechanisms in each of the selected areas of cooperation, the physical location of passages, the possible frameworks of integration and supervision, and the networks of interaction.

The Methodology chosen by the planning team was to divide the region into "area units" (sub-regions) and defining the leading planning issue for each unit; Joining and concentrating activities along the border area with the aim of strengthening and supporting the adjacent peripheral areas; Create on-going monitored interaction concentrated in areas of employment, commerce and services. Defining a designated and protected area, as large as possible, along the border region, as a means to creating a bilateral meeting area with an emphasis on preservation, conservation and tradition.

The main components of the proposed physical (spatial) planning included: Demarcating and designing the border as a distinct line dividing two separate Israeli and Palestinian political entities; Designing a borderline that will both correspond with the local landscape and that will enable the control and restriction of mobility in necessary locations; Identification and preliminary planning of administrative, economic and social centers of cooperation to be developed along the border; Creating a modular structure in which a maximum number of authorized (official) passages will be designated. Defining areas of infrastructure development (e.g. new and extended roads, and sewage purification facilities).

The main administrative dimension include creating a system that will promote the border area of interaction on a local level, maintain relations with the central government and protect local interests. The main components of this system include a Coordination Committee, Regional Council and Coordination Office.

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CROSS BORDER FOCI: ISRAEL - GAZZA BORDER

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The Israel-Gazza Border is characterized by a sequence of differences:
Population in Gazza strip is over a million, on Israeli side the population is about 200,000 persons.
Gazza is a Metropolis, surrounded by rural Israeli settlements.
The region lacks infrastructure, very few working places, general poverty and high natural growth.
This sets ground for introducing Cross Border Development Centers that will merge the need for vocational opportunities and will elevate life standards on both sides of the border together with local know-how and overseas investments.
The cross border foci include: Industrial Parks, Communication Centers, Vocational Colleges, Logistical Service Zones, Tourist Information, Ecological Management Center, Health Clinics etc.
3 Development Centers are now in the process of preliminary planning: Rafah Enterprise Park, Karni Logistic Center, Erez Industrial Park. They are leaning on existing successful structures, thus employing and upgrading local forces.

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THE BORDER REGION DEVELOPMENT PLAN AND CURRENT ISSUES OF GYEONGGI BORDER AREAS TOWARD THE PEACEFUL COEXISTENCE BETWEEN SOUTH KOREA AND NORTH KOREA

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The one hundred fifty-five Demilitarized Zone (DMZ) between the Republic of Korea (South Korea) and the People's Republic of Korea (North Korea) has long been tensioned by massive military powers since the cease-fire agreement of Korean War in the year of 1953. Since then, South Korea has experienced rapid economic growth and the Seoul Metropolitan (SM) region including areas of Seoul city, Inchon city, and Gyeonggi Province with over 21.8 million residents within 11,699 km2 becomes the major beneficiary region of the Korean economic growth. However, northern areas of Gyeonggi Province bordering North Korea still remain the most disadvantaged areas of the economically developed SM region. Consequently, seven self-governing jurisdictions of the Gyeonggi border region are suffered from population emigration, economic recession, and insufficient infrastructure.

The Kim Dae-Jung regime of the Korean government announced "sunshine policy" to pursue the peaceful coexistence and partnership between South Korea and North Korea. The Gyeonggi Border Region Development Plan (GBRDP) based on "sunshine policy" was developed to connect railways and roads between the two Koreas, to achieve economic growth of the border region, and to improve residents' quality of life in the border region. The objectives of this research are: (1) to investigate time-series trend and spatial characteristics of socio-economic indices in the Gyeonggi border region, (2) to identify current problems and issues in regional development planning of the border region, and (3) to examine the effectiveness of GBRDP in terms of economic and physical aspects.

Statistical analysis methods and geographical information system are used to primary research methods in order to perform time-series and spatial analyses. Results from the analyses show that there has been a significant difference between the Gyeonggi border region and the remaining SM region in terms of socio-economic and physical characteristics.

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BACKWARDS INTO CROSS BORDER REGIONS?

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This paper gives some of the results from an Interreg project and poses the question: Does the existing power structure within the national state make it too difficult to create cross border regions?

The North Sea Region was one of the regions eligible for the Intereg IIc programme. One project was the North Sea Strategic Transport Study. As part of this study we looked at the present set-up and organisation for planning and financing transport infrastructure. In all of the six countries (Germany, Holland, Great Britain, Norway, Sweden and Denmark) the nation state is by far the most powerful actor and the dominant player, in setting up institutions, making the rules, and allocating funds.

The co-operation in the North Sea Commission and in North Sea Region Interreg Projects could potentially mean that attention was shifted from the very important link to the National Capital and towards the more or less unknown North Sea Region. The political and public participants in North Sea Region projects did not cover the whole territory around the North Sea, but it was one city here, a county there, and non-statutory assembly in the third place. The same applied for the research teams. Some were active in proposing studies; others were hired in as the consultant next door. Agder Research took part in several Interreg studies and all came about in a different way. For the North Sea Strategic Transport Study we were hired by the Dutch consultancy NEA, who had a contract with the project leader the Province Groningen.

One of the findings in the North Sea STS was the extreme dependence upon the national government. In all the countries the North Sea Region area was peripheral to the capital and the major institutions. To get national funding for a project one either had to have a project which were of central interest to the national government, or the local area could make coalitions with other counties which were strong enough together to get national funding allocated to the area.

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SPATIAL POLICY FOR BORDER REGIONS: EU GOVERNANCE AND LOCAL EMPOWERMENT

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The paper, based on a TSER research project on Border Cities and Towns, will start with a critique of EU spatial and social policy, which increasingly neglects border regions: as the debate on "Fortress Europe" intensifies, policy increasingly fails to differentiate between internal and external EU borders. We will then present a reasoning reached by a long field work process of institutional interviews and participant observation, highlighting the major development bottlenecks on peripheral border cities and regions in the EU. Among these, spatial exclusion, isolation and insularity play a major role. Bottlenecks, however, include fragmentation, military presence, out-migration of residents combined with illegal foreign immigration, unemployment, informality, and underdevelopment of productive and infrastructural resources. The paper will then interpret these aspects of underdevelopment and on the basis of their understanding, will point to some major policy opportunities for intervention to external border regions "from above" and the valorization of grass-roots initiatives "from below".

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POLITICAL BORDERS, CULTURAL NORMS, PLANNING INSTITUTIONS AND PRACTICE OUTCOMES

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The paper addresses the divergent practice outcomes that can result from contextual differences in the setting in which planning is attempted. That setting has its roots in law and constitutional conventions and constraints, but is further mediated by cultural norms and the formal institutional structures within which planning is implemented. The practice outcomes of seemingly comparable plans and standards are likely to vary substantially across the political boundaries that define different planning institutions. Such differences are accentuated in contexts in which cultural norms also vary, as they do across the political borders defining nation-states. Moreover, the acceptance of any outcomes that engender inequalities is likely to be lower in border regions where affected parties can look across a territorial boundary to a preferred set of results and thus demand changes in planning processes or formal decision criteria.Such concerns and efforts to address them, however, must be equipped to recognize that divergent outcomes may have deeper roots in different cultural norms than in formal planning structures, procedures, or standards. The paper examines the impact of two different types of norms:

- behavioral and regulatory norms for institutions, reflecting both the formal powers of the state (and limits on them), and the conventional roles played in land use decision-making by the public and private sectors in civil society; and,
- social justice and acceptable inequality norms for the planning processes (in terms of access to information and ability to participate in deliberations), and in outcomes (experienced levels of environmental quality - and inequality).

The discussion will use contaminated land mitigation and reuse policy as the planning setting in which the comparisons are conducted, since the issue arises across Europe and North America. The objective of the exercise is derivation of indicative results, findings and practice guidance that transcends this specific set of planning problems.

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BINATIONAL PLANNING AND CROSSBORDER COOPERATION ON THE USA-MEXICO BORDER

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The objective of this panel is to exchange ideas and experiences on binational planning and crossborder cooperation on the U.S.-Mexico border. This exchange of ideas is of vital importance for twin cities along the border such as Ciudad Juarez - El Paso, Tijuana-San Diego and offers the opportunity for reflection about the role of binational planning and cooperation to shape a sustainable future for border communities. The panel will focus on topics such as binational metropolis and globalization: opportunities and challenges derived from the North America Free Trade Agreement; binational planning and crossborder cooperation: revising the role of national, state and municipal governments on issues such as environment, health, transportation, governance and public participation; the legal framework of planning in Mexico and the United States and its implications for crossborder planning. The panel's participants are researchers from the El Colegio de la Frontera Norte (COLEF), which is a Mexican research institution specialized in the study of U.S.A-Mexico border issues from an interdisciplinary perspective.

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PLANNING STRATEGIES FOR THE BORDER REGION BETWEEN SLOVENIA, AUSTRIA, HUNGARY AND CROATIA

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The border region to be discussed covers the North East of Slovenia, the South East of Austria, the most Western edge of Hungary and the North West of Croatia. Its size and limits are difficult to define. Without any doubt, this so called "Quattro Region" has many common characteristics, regarding its history, economy, physical geography, traffic flows. All this territory is part of the western edge of the Pannonian Plain. It is highly agricultural, densely populated with numerous villages and small towns, however lacking a leading urban center. It once belonged to the Austro-Hungarian empire. After World War I it was divided into 3 states, and additionally, after World War II it was once more divided by the "iron curtain" into Western Austria, communist Hungary and Titoist Yugoslavia. Due to these facts, the overall situation in the region went downhill resulting in collapse of agriculture, cut of traffic flows, demographic decline, lack of new investments, poverty, unemployment. In the last 10 years two new national states emerged in the region: Slovenia in Croatia; the iron curtain collapsed, and the economic, traffic and demographic flows have grown. International cooperation has brought new hopes to the region, the expectations of the region as part of the EU are great as well. Tourism (with an abundance of hot springs), sustainable farming and small enterprises seem to be the fields that offer the highest challenge. However, this border region must keep its cultural, educational, linguistic and ethnographic diversity in order to provide the "meeting point" for nations of Slavic, Germanic and Finno-Ugric origins.

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NEW PUBLIC BORDER MANAGEMENT: UNITED STATES-MEXICO COOPERATION

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The paper discuss the role of Mexican local and regional governments in the border planning and cooperation with the U.S. border states, focusing in the cities of Tijuana, BC (Mexico)-San Diego CA (USA). The local-regional border cooperation is important considering the impacts caused by the economic development, environment, drug trafficking, public insecurity and recently, by the terrorism. The central question is: *how the Mexican local and regional governments could be cooperated with their U.S. partnerships to manage transnational issues under economic, institutional and juridical differences?*

The San Diego-Tijuana region is also important because the transnational nature of the border issues, as a result, there is a confluence of seemingly competing objectives at the border that have important implications for the United States. In other words, many of the major border issues (drug trafficking and terrorism, for example), are essentially not "domestic", but transnational that transcended political boundaries. Addressing these complex issues requires coordination and cooperation among U.S. agencies and with their Mexican counterparts.

Therefore, the paper will analyse the importance of new public border management to promote a better understanding with the US border states, with the objective to reach an equilibrium between improve the border security and to maintain the economic and social border integration.

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IMPLEMENTATION OF POLITICAL POLICIES THROUGH PLANNING PROCESSES: PLANNING PRACTICE IN THE DISPUTATIOUS REGION OF THE WEST BANK - ISRAEL/PALESTINE BORDER REGION

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The 'West Bank' region (former Jordanian territory) was captured by Israel during the June 1967 War. Over the years, extensive planning and development in the region by the Israeli authorities for the Jewish population on one hand, and restrictions on planning and development for the Palestinians population on the other hand, has been directly responsible for further complicating the Arab-Israeli conflict. Land use and planning policies motivated by national politics and military occupation served as a tool to change the political, social, and economic reality of the region. While Israeli government officials were in charge of the general policies, the actual physical planning responsibilities were transferred to planners and architects who executed those policies into plans and urban designs which have changed the region both physically and politically.

The scope of the Arab- Israeli conflict is much broader than the planning issues in the West Bank. Nevertheless, professional planners and architects who worked in the region share some responsibly for the acceleration of the conflict with the government that initiated those policies. Though appropriate planning and development solutions in the occupied territories would have unlikely solve the multi-dimensional problems of the Palestinian-Israeli conflict, planning and planners in the West Bank area have played a role that is considerably more crucial in shaping the political reality in the area than has so far been acknowledged.

While looking at the history of planning processes in the West Bank border region, the paper will raise the issue of the planners' role and their professional and ethical responsibilities. These responsibilities were many times ignored during the process of planning in this disputatious region. The power of planners and architects to create a new reality and to effect the destiny of nations, as part of a political process, leads to the discussion of pragmatism versus principles in planning.

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PLANNING TOWARDS EUROPEAN ENLARGEMENT:THE GREEK AND BULGARIAN PLANNING SYSTEMS

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During the last decade, cross border co-operation between EU and Central and Eastern European countries has acquired significant importance as part of the European Enlargement process. Spatial planning systems play a major part in cross-border co-operation by co-ordinating and regulating common actions. Greece is particularly concerned with the issue as it borders only non EU countries. The paper focuses upon cross-border co-operation with Bulgaria, a country that is currently undertaking a reform its institutional framework, in search for a path towards economic development. The political, economic and social aspects that shaped the planning systems of the two countries differ, but a central objective that the two systems have in common is adjustment to the EU perspectives and guidelines. The analysis of the Greek and the Bulgarian planning systems reveals that they have more in common than we would presume, even if the earlier features of the development process and the current needs of the two countries are very different. This finding can form the bases for further collaboration in the area of development planning, especially for cross-border cooperation and exchange, which is expected to be of great benefit for both sides.

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INDUSTRIAL DEVELOPMENT IN THAI BORDER TOWNS: A COMPARISON BETWEEN SPONSORED TOWNS AND NON-SPONSORED TOWNS

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Beginning in the early 1990s, Thailand initiated a number of cross-border developments in order to raise the social and economic conditions of the border towns and to strengthen economic cooperation with the neighboring countries. A significant part of the strategy relied on industrial development to accelerate the economic growth of border towns. The Thai government selected a number of border towns as the focus for government investments and projects. In this paper, these towns are identified as "sponsored towns". Even though many of the sponsored towns have attracted a number of capital-intensive and labor-intensive manufacturing plants, these developments have not necessarily achieved the goals of raising local incomes and increasing local economic benefits. In contrast, some border towns that have not benefited from government and international aid investments (non-sponsored towns) seem to made much greater progress along these fronts. Available data suggest that non-sponsored towns have a better record of increasing local income, local economic linkages and developing more extensive mutual economic cooperation with neighboring countries. This paper presents the characteristics and dynamics of the manufacturing sector that have emerged in the two sets of Thai border towns. Data for this paper include fieldwork carried out in four border towns in two Thai regions bordering Laos and Myanmar and data gathered from Thai government agencies and multilateral agencies such as the Asian Development Bank and Japan International Cooperation Agency (JICA). The paper concludes with a discussion of the factors that have contributed to the differences between the sponsored and non-sponsored towns.

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TRACK 2

PLANNING FOR THE DEVELOPMENT OF SOUTH EASTERN EUROPE

Co-chairs:
G. Petrakos - M. Vujosevic

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MULTICRITERIA VALUATION IN THE DEVELOPMENT PLANNINGIN BORDER REGIONS

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The current paper is the resume of an application research to topics of regional and development planning. It refers to an ex ante valuation and forming of priorities for the projects enrolled to OP (Operational Program) of the European Commission Support Framework (CSF) 2000-2006 for the Greek Region of Eastern Macedonia and Thrace. A Multicriteria Evaluation Method, the Analytic Hierarchy Process (AHP), is used due to its effectiveness in analyzing problems and its ability to include many criteria to the whole process. The Eastern Macedonia and Thrace Region allocates comparative advantages (geographical location, physical and anthropogenic environment, available resources, industrial base due to investment motivations) and disadvantages (slow rate of development and a GDP of about 62% below the EU average). It also has currently prospects of development within a new framework, due to its geographical position as well as the economic evolutions in its area of impact and the overall new conditions shaping the neighboring international space. The goal of the paper is the organization of the priorities of the proposed projects in order to serve the development goals of the Region. The key priorities for the projects of the 3rd OP, through which the development goals are aimed, are the rural development, the innovation and competitiveness, the exploitation of the geographical position of the region, the urban development and the reduction of intra-regional social disparities and development of human resources. The paper has supplied with elements of recent studies in which the social, environmental and spatial characteristics of the area are analyzed. For the achievement of this goal hierarchies are formed in order to calculate the relations and the weights between the parameters that characterize its fulfillment and which will in turn become criteria for the evaluation of the projects.

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PLANNING SUSTAINABLE DEVELOPMENT IN THE BORDER ZONE BETWEEN ALBANIA AND GREECE

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The border region between Greece and Albania is considered as the less developed rural region of Europe, subject to a triple pressure: on the one hand pressures of adaptation to the broader competitive economic environment in order for them to bridge their developmental lags. On the other hand lack of adequate infrastructure, mainly human capital infrastructure, and the importance of the ecosystem forms a non-easily manageable scheme for the sustainable development of the region. Even more, the area is divided into two states, although its unity. Problems like that become even more perplexed because this region includes areas of sensitive and rare environmental resources, common to both countries, whose management necessitates high level of environmental sensitivities and human skills along sustainability criteria. The objective of the proposed paper is to present an evaluation of human and natural resources in the border region between Greece and Albania and to examine the possibilities and alternatives towards sustainable development planning. Is a sustainable development strategy for the region as a whole realizable and under which conditions?

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EVALUATION OF NATURAL POTENTIALS FOR RURAL PLANNING: A CASE STUDY OF SOUTHERN SERBIA

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Rural areas of Serbia have always been neglected in research and planning, seen as a source of population pressure on the cities and as agrarian zone intended mainly for one purpose, namely, to feed the population. Evaluation of the rural potentials of Southern Serbia is the main precondition for efficient planning and utilization, and this includes not only political and economic factors but also the physical characteristics of the land. Evaluation of rural land aims to classify it according to its adequacy for variously defined kinds of land usage. The quality of pedologic cover, inclination and exposedness of the terrain, natural moisture and climate characterstics must be researched so as to obtain adequate estimate of the land's fitness for agricultural production. The starting point of this evaluation of the rural land is systematization and mapping of the physical characteristics of the land surface. Evaluation of physical-geographic factors is one of the key stages in the planning and rational usage of space, it is the main step in the initial phase of research towards rational agricultural use of space. The main aim of research in this paper is to define, discern separately, and evaluate natural elements of this space which contribute or may contribute to agricultural production. For this reason, partial and overall evaluation is made for various components of the natural complex and for their importance and meaning as geo-potential, also for the direction and framework of possible and actual actions to influence the studied space. We have decided to evaluate physical-geographic factors by the method of successive elimination. Criteria are used one by one, in a chosen order, and thus, in the method of successive elimination, each time only those areas are considered which remain after the previous evaluative step.

Municipalities, regions and States within European Community have long since noticed the need for transborder cooperation in the sphere of area planning, because space is a continuum, while the administrative borders are artificial in the context of increasing liberty of movement and of the influence of global economic and natural processes. Therefore the southern parts of Serbia, naturally as well as historically, have a chance to cooperate with Macedonia.

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INTERREG III B CADSES - PERSPECTIVES FOR SPATIAL DEVELOPMENT IN CENTRAL AND SOUTH-EASTERN EUROPE

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Purpose of the presentation will be to present the funding programme and to initiate a discussion on possible activities. As Director of the JTS the author will be able to inform about eligibility criteria and the scheduled call for proposals.

Among the Interreg IIIB areas, the Central Adriatic Danubian South Eastern European space - CADSES - is the largest and most complex in Europe. It includes 18 countries, from the Baltic Sea - Poland and Germany - to the Mediterranean, through Austria, western Italy and the Balkans, down to Greece, touching the eastern countries from Ukraine to all the Accession Countries. This geographical complexity is reflected in several aspects: the status related to the European Union - 4 Member States, nearly all the Accession Countries, the Balkans - the economic, social and political conditions, the environmental situation.

In facing such complexity, the CADSES programme adopts the spatial approach according to the mission of Interreg. Integration, in this particular space, means:

- establishment of a common understanding of the spatial policies;
- setting the basis for developing common rules and principles in the territorial planning;
- creating a unified vision of the transport and communication networks;
- supporting the best conditions of a sustainable growth;
- protecting natural heritage and preventing its degrade - including flood and disaster prevention;
- evaluating cultural and historical heritage, both establishing common rules for its regulation and using this as a strategic element of economic development.

These objectives are reflected in the four priorities of the CADSES programme.

In order to fulfil these objectives, the mechanisms foreseen for their implementation become an important instrument of the co-operation between the states and all the actors involved.

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BORDERZONES OF SERBIA AS BASIS FOR REGIONAL INTEGRATION

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In the context of recent changes and trends towards building of a United Europe, this paper tries to show the importance and the role of the borderzones of Serbia for the forming of trans-regional and inter-regional relationships. These borderzones contain a third of Serbia's territory and a quarter of the Republic's population.

Periferal geographic position far from the main development zones of Serbia, and economic and transportational isolation, are the cause of their functional isolation too. Despite the very low level and slow tempo of development, low population density, and poor infrastructure, there are, in Serbian borderzones, certain areas or points which can participate more actively in the inter-regional processes of development and integration. These areas must be viewed, of course, as trans-border zones.

Of greatest importance for integration of Serbia are the multi-modular corridors (corridor VII - the Danube corridor, and corridor X - the Morava corridor; in Serbian language, Dunavski and Moravski corridors) in whose narrower and broader functional zones several other crucial lines of borderzone development are intersecting each other (for instance, the Podrinjski sector, along the river Drina; the north-eastern and eastern sectors, etc.). Also, areas with very pronounced ecological development possibilities (Djerdap - The Iron Gate Canyon; Shar Planina; the Tara river; Stara Planina; Prokletije Mountains; and the rivers Danube, Drina, Tisa, Tamish, Sava) which call for the development of their transborder functions from the aspect of integral protection through cooperation of the countries involved.

The transitness of Serbian space resulted in Serbia's great openness towards neighbouring countries. Their mutual development potentials and limitations require various forms of cooperation so as to work out an integral approach to planning, organizing and arranging of the spaces along their borders.

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INTEGRATED METHODOLOGICAL APPROACH OF THE SPATIAL DEVELOPMENT FOR A REGION IN ROMANIA

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The internal context built during the last decade in Romania emphasized the need to correlate the former approach of the territorial planning with the new exigencies in the field. In the same time, the special attention given everywhere in the world to the development aspects at the regional level rises the question of adapting the present knowledge and the practical procedure to this scale. Besides, the perspective of the integration into the European structures makes us to look for the most adequate ways to harmonize our practices with the recent European documents (ESDP and the "Guiding Principles of the Sustainable Spatial Development of the European Continent").

As a response to this challenge, the institute Urban proiect has launched a complex study focused on the methodological procedure able to integrate the spatial planning and development aspects in the case of a region.

The paper presents the main results of this initiative, describing the adopted principles, the followed steps, the proposed methodological framework, including the basic scheme and the corresponding recommendations. In the end the paper underlines the most important conclusions regarding the experimental application of the project on the case of the North-Eastern Region (almost 37 thousands sq.km, over 3 millions of people, out of which 55,6% in the rural areas).

Some very interesting findings are related to the use of SWOT Analysis and an adapted instrument called Spatial Analysis of the Regional Disparities (SA-RD).

The study was carried out between 1999and 2000 and the proposed methodology is going to be tested on the case of other regions in Romania.

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ACROSS PERIPHERY

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What is happening across periphery? Is there a peripheral identity? Southern Italy and Greece. Through is the sea: a water way or a water street. Any relationship with the sea is unavoidable, thus the sea has to recover its significance as a major environment for transfer and exchange. Border has been interiorized, is a meeting place. Place unable to be closed, open and welcoming society, doomed to have inside and to know relationship and conflict. Relationship among differences with their complex, conflictual or even tragic dynamics is here the problem from the beginning. This sea, inland and outland at the same time, this border-sea produces an interruption of the identity domain and compels to entertain the split. Thanks to its capacity to interpose and to insinuate itself and its ability to keep and to connect the differences, Mediterreanean is a place where identities live together rather than oppose each other, place where a huge, deep, stratified network of cultural areas develops. *How can spatial planning develop and strengthen cross-border cooperation between people and institutions on both sides of a border in order to create a kind of identity of a cross-border region?* This is a truly tough to answer and challenging question. *Archimed* program, within INTERREG, is an initiative developed by EU to promote transnational cooperation, pointing out, among the policies options, the creative management of cultural heritage. Because of their originality, european cultural landscapes make up an image of local and regional identity, evidence of history and expression of man and nature interaction. A creative landscape policy has to contribute to the creation or recovery of attractive landscapes, choosing among the policies options that aimed to valorize cultural landscapes within a frame of integrated strategies for territorial development. For this purpose an euro-mediterranean agency is desirable to support policies for cultural heritage management. A cognitive process is necessary to recognize and to know, to share and to promote studies and research in order to point out elements of historical and naturalistic value and to emphasize places quality and peculiarity, magnifying their complexity and richness.

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RECENT TRENDS ON THE ALBANIAN BORDER OF GREECE

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The Albanian border of Greece remained closed for many years as a consequence of wars from 1940 to 1949 and due to deep ideological differences as well during the period of the so called cold war. Its reopening came lately after the earliest proposals for bilateral trade agreements expressed by one side or the other and it was also impeded by the dispute about Northern Epirus.
The regional development of the Greek mountainous borderland confining to Albania was not considered as a priority issue when the main emphasis of national development was on reconstructing the national economy from the war damages. This borderland area nevertheless benefited, as did other peripheral areas, of various social welfare programs with the result that the disparities reflected in incomes and living standards increased the pronounced differences between Epirus and Northwestern Macedonia on the affluent side and the adjacent poorer areas of Albania.

When large scale projects were launched, such as the Egnatia Odhos, and were slowly implemented in this border area, their main aim was to facilitate continental transportation to and from the Middle East and the Aegean Basin, on one hand, and the Ionian and Adriatic seashores and Europe, on the other. Very few changes were promoted in view of a possible expansion of the relations with Albania, even after the reinstatement of diplomatic relations between the two states in 1971 and the subsequent opening of border check points at Kristallopiyi, Kakavia and Skala Sayiada later.
But after the collapse of the former Albanian regime, in 1990-91, thousands of Albanian, migrants or refugees, flew towards Greece, most of them illegally. There are now hundreds of thousands of them distributed almost all over Greece, mostly in densely populated areas and mostly in labour extensive productive sectors, most of them being employed as non qualified workers; many of them benefit nowadays of a green card and they are the largest group of such foreigners in Greece. They probably represent 15 % of the whole active Albanian population and a large proportion too of the active population employed in Greece.

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THE SPATIAL ASPECTS OF DEVELOPMENT IN SOUTH-EASTERN EUROPE*

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This paper analyses for the first time the spatial structure of South-eastern Europe in an effort to assess regional imbalances, border conditions, urban hierarchies and detect the adjustments of the region to the forces of integration and transition. The analysis is based on a unique data base compiled from national sources and is carried on with the use of statistical, diagrammatic and cartographic methods. The analysis shows that South-eastern Europe is characterized by increasing regional disparities, an increasingly superior performance of the metropolitan regions, serious discontinuities at the borders which have, in most cases, generated over-time border regions with below average performance and finally an urban system with serious deficiencies in medium sized cities. These findings suggest that regional policy should become a permanent ingredient of indigenous and international development initiatives, which need to pay a greater attention to the needs of border regions, encouraging and promoting programs and policies of cross-border cooperation.

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BORDERZONE OF EASTERN SERBIA IN THE PROCESS OF INTERNATIONAL REGIONAL INTEGRATION

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In the process of integration of Serbian territory into the region of the Balkans and the South-Eastern Europe, the zones along the borders are of great importance. The borderzone of Eastern Serbia, towards Romania and Bulgaria, has 22 municipalities, with 15.5% of the territory and 6.8% of the population of the Republic. Their periferal position, isolation from traffic, natural barriers and traditionally modest links to neighbours have caused lower level of economic development, strong depopulation, ageing of the population, low population density (25 to 50 persons per km^2) and small number of developed centers.

However, in this zone there are outstanding sectors which could be variously activated to help Yugoslav transborder processes. Those are the plains with better infrastructure, around the larger centers; and, sectors with the most favourable traffic position (for example, the corridor Nis (in Serbia) - Sofia (in Bulgaria) which require solutions for arrangement and utilization of transit systems, with defined belts of development.

Noticable in this area are the transborder regions, belonging to two countries but making a single landscape, with ecological values that should initiate bilateral cooperation between these States to protect the environment and also to stimulate economic development. Such is the zone of the National Park Djerdap (Iron Gate Canyon) in the border zone with Romania, and the zone of the Natural Park Mountain Stara Planina in the border zone with Bulgaria. A developmental impulse in the Djerdap zone can be achieved by stressing the ecological and cultural-historical heritage there. Developmental aims of Stara Planina are to develop recreational and tourist facilities which would increase employment and prevent depopulation.

The planning of this space ought to fit into the context of regional cooperation, in accordance with appropriate area plans and with expertly prepared developmental programs.

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POTENTIAL FOR CROSSBORDER COOPERATION IN THE SOUTH-EASTERN EUROPE

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The social and economic problems of the trans-border areas in Bulgaria are a result of the governmental strategy, dating back in the second half of the last century. In the period of the Cool War the technical and transport infrastructure was kept underdeveloped, no new jobs were created, and the young population left the region. The last decades these areas have been characterized with one of the highest unemployment rates in the country. The local governments are now looking for solution of the severe demographic, social and economic crisis in a highly competitive environment. The preserved natural areas with an outstanding natural beauty could be easily sacrificed for ambitious priorities and large-scale initiatives.

Today when we are all more open to share experience we have to look for exchange of ideas and experience with our neighboring countries in planning research, practice and education in a few fields, among which the following:·

- Impact of the trans-national infrastructure and transport corridors on the social, economic and natural environment;·
- Urban hierarchy in the region and trends in spatial, cultural and economic development of major cities;·
- Environmental protection of the cross-border areas and harmonization of the criteria for control over development·
- Tourism planning of the border regions - effective use of resources, preservation of identity and balance of tourist flows.·
- Education of planners for the future - academic and students exchange, joint intensive training and workshops.

Some of these joint initiatives could support our efforts for improving the quality of life in the border regions.

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TRACK 3

SOCIAL HOUSING AND SOCIAL EXCLUSION: FANNIE MAE HOUSING TRACK

Co-chairs:
A. Hull - A. Holt Jensen

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MARKET, COGNITION AND THE SPACE - FOUR NOTES ON THE ECONOMIC THEORY OF SLUMS: RESIDENTIAL LOCATION AND REAL STATE MARKET

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The paper discusses the adaptability of the new theories to the economic rationale in explaining the location dynamics of Rio de Janeiro slums. This discussion, based on the results of a survey in the real estate market and home mobility in the slums of Rio de Janeiro, covers three themes from a conceptual angle, relating the individual decision of the slum dweller and the economic reasons for the choice of location. The first of these themes is the intra-slum agglomeration process and its positive and negative effects on the decision of home mobility of the households. The second refers to the rise of the informal land-real estate market in the slums and the formation dynamics of its prices. This discussion moves on to the questions arising from the existence of secondary inter- and intra-slum markets and their effects on the home mobility of the slum-dwelling population. The third theme considers the competitive nature of the informal real estate market in Rio de Janeiro slums and its relation with the informational component of this sub-market. On this topic, it is suggested that the existence of an accentuated informational asymmetry reduces the possibilities of moving home and market learning processes of slum dwelling households. The approach here endeavors to stress the importance of cognitive elements in forming the economic calculation in the slum dweller's choice of location.

Lastly, the paper considers some empirical and strongly counter-intuitive results taken from the contemporary economic debate that endeavors to theoretically absorb the criticism against the economic "rationale constraints" at the conceptual level of economic theory. The discussion on the reasons for the choice of home location is based on the concepts of accessibility and proximity and the conceptual and empirical evaluation of their capacity to explain the dynamics of home mobility in the slums in the city of Rio de Janeiro. The decision to adopt those two concepts came from the desire to start a debate between the neoclassic tradition of urban studies and the heterodox perspective arising from the notion of "economics of proximity".

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CULTURAL TERRITORIES AND COMMERCIAL REGENERATION IN LONDON IN THE 1990S. SOHO'S 'GAY VILLAGE': GHETTO OR SPATIAL CONQUEST?

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A number of run-down areas in London emerged as sub-cultural centers in the 1990s. Areas with a reputation for race tensions and crime, such as Brixton in the south and Brick Lane in the east, were transformed into lively entertainment and leisure areas. Most notably Soho, formerly a red-light district in the heart of London's West End, emerged as a commercial gay district with numerous bars and clubs geared to a gay market. The emergence of distinct gay areas in major cities is now a global phenomenon and in my PhD thesis, I try to understand the factors behind this contemporary trend. In the paper presentation, material from extensive fieldwork conducted in London is used and the advantages and dangers with ghetto and enclave formations in world cities are discussed.

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SOCIAL HOUSING AND BROWNFIELDS: ARE THERE LESSSONS TO BE LEARNED FROM A US/EUROPEAN PERSPECTIVE?

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There is a knowledge gap about the relationship between the patterns of brownfields and their redevelopment and the provision of social housing. This paper seeks to close this lacuna by examining the location patterns of brownfields and social housing in the United States, considering this brownfield/housing interaction in a European context. In the US context, neighborhoods with high concentrations of brownfields are typically blighted communities where disinvestment has left behind a landscape of abandonment and decreasing property values where only the lowest income residents remain. These same neighborhoods are often the locations of the highest concentrations of brownfields, and due to their effect on an already depressed real estate market, these brownfields typically remain contaminated and undeveloped. Given the history of US environmental laws governing brownfields and the legacy of industrial development in the US, such outcomes are not surprising. What remains to be explored is the extent to which brownfields impact the housing choices of the lowest income residents and whether there are contextual lessons to learn from exploring the connection within a US/European framework. The paper will begin by reporting the results from a two-stage regression analysis of the relationship between brownfields and social housing in Cleveland Ohio. Cleveland was selected as a city in the US, familiar with brownfields and known in the US for pioneering efforts to address brownfield redevelopment at the local government level. Brownfield redevelopment in the US is often characterized by contamination concerns impacting new development on existing, privately owned land as opposed to the lure of greenfield development in outlying communities. This US willingness to tear down and start over is often further promoted by the availability of land and space beyond the traditional city limits, with conurbations seldom being limited in their ability to sprawl in their development patterns. In the EU, by contrast, property ownership, cultural, and development constraints have placed limits on similar development patterns.

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SUSTAINABLE COMMUNITIES: THE CONTRIBUTION OF REGISTERED SOCIAL LANDLORDS.

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In recent years in England there has been a considerable expansion of the role of registered social landlords (housing associations) as providers of social housing. In addition they have been encouraged to contribute to the development of sustainable communities through more involvement in area-based regeneration initiatives beyond their immediate responsibilities as housing providers. This paper discusses the idea of sustainable communities as it has developed in England through the work of Long (2000) and others and examines the nature of the contribution made by registered social landlords (RSLs). The empirical evidence provided in the paper is derived from a survey of more than 70 RSLs. The results show a lack of agreement about what constitutes a sustainable community such that different RSLs are working towards differing goals. The survey also showed considerable variation in the degree and nature of the involvement of RSLs in wider regeneration initiatives, and differing views about their effectiveness. A range of implementation problems were also identified by many RSLs. The paper concludes that there is a need for clarification of the concept of sustainable communities and that there theoretical questions to be addressed concerning the role that housing providers can or should play with regard to wider area-based regeneration initiatives.

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GENDER AND HOUSING IN A GLOBAL ECONOMY: IMPLICATIONS FOR WOMEN IN LOW-INCOME HOUSEHOLDS

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Much of the writing on women's access to adequate housing and safe cities of the last two decades serves to underscore the importance of appropriate housing/shelter to women's development and to illustrate this in international, multi-cultural, contexts. Collectively, the work substantiates the fact that a concern about women's access to housing/shelter is a universal one and has great implications for women's development. More recently, institutions such as the UN and the World Bank have begun to underscore the importance of foregrounding women's needs not only for societal well being but also for enhancing national competitiveness. Yet this focus on women has remained at the margins of discourse both in the housing-related professions and amongst those who shape housing policy. And, only recently has women's access to housing begun to receive explicit attention in the literature on women and development.

This paper outlines the link between women's access to housing, the role that housing plays in women's work, and its importance and significance for women's development. As economies move progressively into flexible modes of production new work and shelter relationships are emerging. These present both opportunities and challenges for women, particularly for poor women. In order to have gender-responsive city fabric in the cities of the 21st. century a sensitivity for gender concerns is called for both in policy related to housing and the physical fabric of the city. The formulation of such policy involves an orientation that considers the types of work women will perform in the new economy. It will require a highlighting of the notion that in the emerging economies women will have special needs for housing, and, that responding to these needs is important not only for women's development but for the overall development of a society. In making this case this paper will draw on the existing literature on women, on shelter, and on women's work and to situate in this framework this authors own research on women and their shelter needs in rural and urban contexts in India.

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SPACE AND THE PRODUCTION OF EXCLUSION ON THE HOUSING MARKET.
AN EXPLORATIVE CASE STUDY ON THE BORDER CONDITION, AND A PRESENTATIONN OF A TAXONOMY OF MARGINAL DWELLING ENVIRONMENTS IN FLANDERS

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The paper explores the spatial logic of poverty and exclusion on the housing market in Flanders. *Spaces of poverty and exclusion* are defined as environments that contain a wide range of 'marginal' dwelling forms (substandard and outdated public housing, exceptional accommodations (refugee camps, night shelters), substandard/residual private housing (urban/rural speculative workers housing on the rental as well as on the property market), rented rooms, permanently inhabited camp sites, holiday homes and trailers, squatting). Newly developed scanning methods and historic morphological analysis were used for building up a taxonomy of marginal dwelling environments in Flanders. The paper will deal with the relationships between the spatial characteristics of this environments and the production of exclusion on the housing market. Spatial elements selected in the mentioned taxonomy such as boundaries, property status (former common land (dating from the 'Ancien Regime'), actual public (often vacant) property (former 'glacis', railway-yards, roadsides, military domains)), landscape types such as the (abandoned) holiday resort, interstitial spaces, etc., play an important role in the production of exclusion. Using concepts as disciplines (Foucault), the paradigm of the camp (Agamben) and the difference between external and internal modernisation/regulation (model versus mutation) allowed to built up a framework that explains the role of space in the production of inclusion and exclusion. This framework will be illustrated with a case study that focuses on the border region of Lille-Kortrijk. The border generates important effects: seasonal labor has shifted to immigrant work, smuggling has shifted to drug trafficking and transnational crime, ... This results in a specific border condition in which marginal dwelling environments have emerged, ranging from the decrepit rural seasonal workers hamlet to the densely populated urban 19th century fabric of a workers neighborhood or the vacant fire station transformed into a refugee shelter.

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NEGOTIATING AFFORDABLE HOUSING THROUGH THE PLANNING SYSTEM IN ENGLAND

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Local Planning Authorities (LPAs) in England have been encouraged since the early 1990s to adopt policies in their local development plans which will permit them to negotiate some element of 'affordable' or 'social' housing as part of the development of new private sector housing sites in England. But there is perceived to be wide variation in the extent to which local planning authorities have been successful in this, though there has been relatively little recent research. However, research into the negotiations surrounding the grant of planning permission more generally has focused on the *process* of negotiation and has emphasised the importance of the skills that planners bring to those negotiations and the organisational factors affecting negotiation. By contrast the starting point for this investigation has been the *context* within which negotiation takes place and the importance of understanding the type of market within which planners are negotiating. The research suggests, first, that this context affects the bargaining position of a LPA which in turn is a significant determinant of whether it attempts to undertake negotiations. Second, it suggests that the outcome of negotiations on a particular site is the result of the interplay of three key factors: the bargaining position of the LPA, its policy priorities and the negotiating tactics it adopts. To state it in somewhat stronger terms the conclusions are that given a strong bargaining position, priority to affordable housing and the right negotiating tactics, the more likely an authority is to succeed in negotiating an element of affordable housing, and to achieve affordable housing numbers at or over policy targets. But neither a strong commitment to providing affordable housing nor appropriate negotiating tactics can overcome a weak bargaining position.

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URBAN GROWTH MANAGEMENT FROM THE LEFT. RESTRICTIVE POLICIES AND DIRECT INTERVENTION IN MEXICO CITY. HOW PROGRESSIVE CAN IT BE?

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In 1997, the leftist PRD party (Party of the Democratic Revolution) was elected to govern the Federal District of Mexico (Distrito Federal or DF), where the oldest and more central functions of Mexico City are located. This was a groundbreaking event that opened the way for the electoral defeat of the everpresent PRI in the presidential election of 2000. That year (2000), the PRD was able to maintain position in DF. For this second period, the elected candidate run on a slogan that said: "for the sake of everybody's wellbeing, poor people first! (Por el bien de todos, i primero los pobres! The purpose of this paper is to present and analyze the translation of such saying into urban policy.

Barely fifteen days after taking office the governor issued an ordinance (Bando no. 2) that restricted all new construction of housing complexes and any other facilities of high water consumption, to the central area of the city, defined as the area covered by 4 Boroughs or " Delegaciones".
The rationale for such policy rested on five basic arguments:

- Water is a scarce resource and any situation that threatens its availability is a major risk for the city as a whole;
- Growth in the edge was causing the deterioration of valuable environmental areas, specially those who work for acquifer's recharge;
- Depopulated central areas are well served with public services and therefore it is a question of public interest to make proper use of the land in those areas;
- Central areas concentrate a great deal of the amenities historically accumulated in the city, therefore should be repopulated with housing for the poorest;
- Government takes the lead in the latter and will build 10,000 new housing units for the poorest in the central area.

The paper will discuss these arguments in the light of:
- current demographic trends in the city and for the 4 designated Delegations;
- The effects on land prices;
- The workings of the real state markets in the central areas,
- The previous experience of the earthquake relief housing program, built in 1987.

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HOUSING FOR REFUGEES IN TIME OF TURMOIL: THE CASE OF TEL AVIV DURING THE ARAB REVOLT, 1936-1939

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Social housing projects are planned and built by national or local establishments controlled by members of the dominant elite, for the sake of poor and marginal social groups. Subsequently, in many cases the initiation of such projects result in the emergence of conflicts between the dominant and dominated, which expose social and cultural cleavages among different segments of society. Such conflicts may intensify while a social housing project is implemented in time of turmoil, such as in Tel Aviv during the years of the Arab revolt emergency (1936-1939).

In the first two decades of British control of Palestine (1917-1936), the two neighboring towns, mixed Jaffa and Jewish Tel Aviv emerged into the main metropolitan area of the country. Despite forming a single urban area, Jaffa and Tel Aviv were separated by a municipal boundary, following the intensifying of the national conflict between Arabs and Jews. The municipal boundary was by no means an ethnic one, separating about 20,000 Jews living in the northern part of Jaffa from Tel Aviv, whose population numbered about 110,000 Jews in 1936. The overall Jewish population of this urban area was about as twice as big as that of the Arab part of Jaffa, mainly due to the immigration of tens of thousands of Jews that fled from Germany and neighboring Central Europe countries following the rise of Nazism to power.

Despite protracted Arab - Jewish relations, until 1936 only three short waves of violence (in 1921, 1929, and 1933) erupted in the Jaffa-Tel Aviv area, which lasted only a few days. Consequently, economic relations between Arabs and Jews flourished, although ethnic, cultural, and religious differences obliterated the development of social contacts among members from different national groups.

The Arab uprising against the British Mandate rule and the Zionist Jewish national venture broke out in April 1936. Jewish areas of Jaffa and Tel Aviv located near Arab neighborhoods of Jaffa were attacked by Arab irregulars, causing the flight of about 12,000 of their residents to inner and more secure parts to the Jewish metropolis.

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THE ROLE OF STATE-DEVELOPED HOUSING SECTOR IN KOREA: A CRITICAL REVIEW

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For the public sector, the paramount objective must be greater equity, the extension of social welfare, and the provision of adequate housing for all according to need. In South Korea during the 40 years, the emphasis of the public sector was on the expansion of state-developed housing for sale rather than the provision of rental accommodation. Even though rental dwellings were produced by the public sector such houses were sold when five years' period passed. The proportion of housing for sale was more than 60%. In Korea the scope of state-developed housing is somewhat different, and can be divided into two categories: housing owned and managed by the Korea National Housing Corporation or local governments; and housing built by the corporation or local government for sale. The number of social housing units is far below the number of the target group. In the late 1980s, comprehensive housing development planning was instituted to determine the extent to which national resources should be allocated to public housing development for the poor. A permanent rental dwelling programme was launched in 1989, and represented the beginning of a social housing tradition directed to low-income households in Korea. Even though the social housing programme is more attractive than other low-income housing programmes, it poses many problems. In devising future state-developed housing programmes, housing authorities have to clarify the ambiguity and define the target group, taking into account local housing situations and community-wide objectives relating to maintaining 'bottom-up' or popular participation in housing planning. This paper is primarily concerned with current and emerging urban housing problems in Korea. It focuses on the role of state-developed housing and programmes to tackle the urban housing problems. How has the Korean government reacted to urban housing problems? Who benefits from the state-developed housing programmes and who loses? What are the alternatives?

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THE 'DUAL CITY THEORY' AND DEPRIVATION IN EUROPE; PRELIMINARY RESULTS FROM THE NEHOM PROJECT.

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Castells' notion of the dual city is in general terms based on a considerable body of evidence. Manufacturing jobs have been lost in urban areas, creating insecure and low paid, flexible jobs primarily in the service sector; and the 'rolling-back' of the state in the neo-liberal economic agenda has led to both spatial and structural polarisation in urban areas. However, different forms of housing provisions and labor market regulations account for a range of variations in structural and spatial outcomes in different nations states. In addition, seen bottom-up, personal and family based space-time budgets connected to possibilities in intra-urban movements and obligations in social reproduction influence segregation and polarisation tendencies. The NEHOM project including 29 case studies in 8 European countries present a host of examples providing a basis for a reevaluation of the 'dual city' model.

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EVALUATING HOUSING AND NEIGHBOURHOOD INITIATIVES TO IMPROVE THE QUALITY OF LIFE IN DEPRIVED URBAN AREAS AND ASSESSING THEIR TRANSFERABILITY ACROSS EUROPE

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NEHOM (Neighbourhood Housing Models) is a European research project that has been funded by the EU for three years (2001-2003), as part of the Key Action 4 'City of Tomorrow and Culture Heritage' programme. The project is involving housing researchers and providers in eight European countries: UK, France, Germany, Italy, Hungary, Estonia, Sweden and Norway. The aim of the project is two-fold: first, to evaluate a range of innovative housing and neighbourhood-based initiatives set up to improve the quality of life and promote social cohesion in deprived neighbourhoods and secondly, to assess the extent to which the chosen initiatives can be transferred to other localities. The scale and complexity of the problems experienced within urban neighbourhoods vary greatly among the different European countries and also between different localities within each country. Similarly, variations exist in the types of innovative projects set up to improve the quality of life of the residents. The initiatives adopted are very much a reflection of the distinctive institutional and policy context of each country involved in the NEHOM study. Although this makes transferability of solutions problematic, it is clear that lessons can be learnt from the different country's experiences.

The purpose of this paper is to document the progress of the research to date. The paper will draw together key lessons that have been learnt so far from the case studies and will highlight some of the critical aspects of each project that have the potential to be transferred elsewhere. As well as establishing some of the preliminary findings of the research, the paper will also raise some of the conceptual and methodological issues that need to be addressed in this type of cross-comparative piece of research. The paper will highlight the importance of acknowledging each country's specific institutional and policy context but at the same time it will argue that common parameters need to be established at the outset of the project, especially when defining key concepts such as social housing, social exclusion, neighbourhood etc.

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NEIGHBORHOOD REHABILITATION AND SOCIAL HOUSING POLICY IN BUDAPEST

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In the former communist countries housing policy was based on the extreme dominance and control of the state, which not only built and operated the formal public dwelling stock, but also organized, built and allocated housing of other non-public sectors. Prior to 1990, just like in other countries of the region the Hungarian housing system was based on high subsidies, which in fact was accompanied by very low efficiency. After 1990, as part of the democratic reforms property was transferred to the newly formed municipalities, who could elaborate and implement their own housing policies. The subsequent years could be characterised by the radical withdrawal of the state from the housing sector. This generally meant a sharp drop in the volume of new social housing construction and the rapid marketisation (i.e. privatisation) of the existing public dwelling stock. In 1990 51 per cent of the dwelling stock in Budapest was state-owned, by January 2000 this ratio dropped below 10 per cent. The remnants of the former public housing sector became very much residualized. Realising the acute problems resulting from the neglect of social housing construction, and the uncontrolled privatisation of social dwellings the Hungarian government launched a new social housing programme in 2000. In the framework of the programme municipalities can apply for state funding in order to raise the number of disposable rental units in the following ways:

- they can build new flats;
- renovate old tenancies; and
- they can also buy dwellings in the market and then renovate them or convert non-residential buildings into tenement blocks.

This paper examines the first results of the social housing development programme in Budapest. Beside the introduction of some factual data, the concrete examples of 4 different neighbourhoods are presented. These cases represent different alternatives to each other. The question is examined to what extent these local initiatives are able to combat social exclusion and the extreme forms of residential segregation.

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A PROPOSAL TO INTEGRATE SOCIAL HOUSING IN THE FREE MARKET

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This article (which is based upon my PhD thesis) examines the way land use Municipal Planning can influence the Real Estate housing market, (particularly its price levels), as a complex inter-related system involving different agents and their strategies, the administrative framework, the urban planning process and municipal engineering, as well as the way the Real Estate Markets influences the Municipal Planning Process.
The different features (economic, social, cultural, political) of the free husing market are confronted with the social housing subsidised market. A case study is applied to the city of Porto (Portugal). The main issues researched are:

- The way the Portuguese systems that support home ownership in recent years have contributed to the maintenance of an artificial level of prices in the free market along the years;
- The different alternative ways to finance the lowest social levels of urban inhabitants (subsidy to the house itself, to home acquisition, to home rent, or a grant to the families themselves);
- It is computed the amount of expenses municipalities carry out in order to sustain the system of social housing;
- The assumptions are confronted with the practical results of the supporting systems to home ownership acquisition, with the existing law of dwelling rents.

As a result of this extended analysis, a new strategic assessment is proposed, which tries to approach the competitive housing market and the social housing one. The proposed political measures lead to the following conclusions:

- Part of the economic surpluses generated in the free market should be immediately transferred to the social housing market construction - it satisfies the needs of those socially more weak, and relieves the municipality budget;
- The actual rental dwelling laws should be reviewed - answers the needs of the lower social layers, and also lowers the dwelling price levels in the free market;
- A unique grant to needy families is proposed - it allows them to choose a house in the free market, and become more socially integrated in society.

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THE CREATION OF ADDED VALUE- AN EFFECTIVE WAY TO COMBAT SOCIAL EXCLUSION?

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In Sweden, a diminishing housing policy and new conditions on the housing market has made organisational changes within the housing companies inevitable. Special demands are put on public housing companies to provide safety and comfort for the residents. Today public housing companies compete on a housing market with more or less the same prerequisites as private housing companies.

Segregation is seen as one of the main problems in the Swedish society, especially in the metropolitan areas. Policies to promote integration and combat segregation and social exclusion are highly prioritised on the political agenda. However, initiatives often fail to reach these goals. Combating social problems have traditionally been seen as an issue for the public sector, but more often housing companies are taking an active role.

Case studies have investigated housing companies' unorthodox ways of working with social problems on the neighbourhood level. The housing companies have, apart from doing what is demanded of them (provide high standard housing) provided additional qualities to their residents to give them a higher quality of life. This is what I call 'value added'.

Questions discussed in the paper will be: Is the housing companies forced to offer more than housing to keep the attractiveness? If yes - why? Is 'value added' an effective way to combat problems on the neighbourhood level as well as in other situations in the society? Are housing companies managing better than the authorities in their work to combat social problems?

In the theoretical approach of this paper 'social capital' will be central. 'Value added' is a way of building social capital on the neighbourhood level and increased social capital is important to combat problems with social overtones.

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SECURING KEY WORKER HOUSING THROUGH THE PLANNING SYSTEM

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There is now considerable evidence that problems of affordability and access to housing exist in areas experiencing strong economic growth pressures. At the same time, employers in these areas are facing difficulties in both recruiting and retaining staff as a result of such high housing costs. This problem is affecting both public sector employees, such as teachers, nurses and police as well as lower paid private sector workers, such as bus drivers. These findings have significant implications for the growth of a local economy. The growth of high order activities requires the growth in the local service activities within both the public and private sector. There is a growing argument that unless the planning system secures affordable housing for employees that are essential to sustain the social and physical infrastructure of an area, then local economic growth may be put at risk.

The purpose of this paper is to explore the scale and nature of this problem within a particular sub-region in the UK, namely the Cambridge sub-region. Strong economic growth and high house prices in the sub-region reflect the success of research and development concentrated in high tech and university related services in Cambridge. Yet many people on average incomes are unable to afford to buy or rent properties in the area, and many employers are facing problems with recruitment and retention. The paper draws on surveys conducted with both public and private sector employers in the local area to assess their recruitment and retention problems as well as surveys with key workers to establish their housing and labour market aspirations. Drawing on interviews with local planners, land owners and house builders, the paper also aims to suggest ways that local planners could secure affordable housing through the planning system for these key workers that are essential to the local economy.

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EVOLVING CHALLENGES FOR NEIGHBORHOOD BASED NGOS: THE CAUSES AND CONSEQUENCES OF NGO FAILURE, DOWNSIZING AND FAILURE

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Over the past 30 years, neighbourhood based non-governmental organizations (NGOs) have become increasingly important actors in the effort to revitalize central city neighbourhoods in the United States and in many European countries. Yet, in recent years there are numerous examples of neighbourhood based NGOs downsizing, merging with other organizations or going out of business all together. Very little is known about the causes of these changes or about their impacts on the communities served. The research project to be presented was designed to address several questions: First, what are the internal and external factors that lead to NGO downsizing, failure and mergers? Second, what are the consequences of these changes for the communities served? Third, what lessons can be learned from these experiences to help existing NGOs remain viable? To address these questions we developed detailed case studies of six neighbourhood based NGOs in the United States: Two that failed, two that downsized and two that merged with another group. The findings of the study show that the key factors associated with failure, decline and merger include: changes in the local housing market, the actions of city agencies and intermediary organizations, heightened competition for resources, degree of mission diversification, and the level of community support or opposition to development projects. The impacts failure, downsizing and merger were found to vary depending on the size and prominence of the organization, the experience of other organizations in the city and the disposition of the housing units owned and or managed by the NGOs. The lessons learned from these experiences and there applicability to the European context will be discussed.

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EVALUATION OF ONGOING HOUSING POLICIES IN RELATION TO: AREA REGENERATION.

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This paper reports on research carried out on two London housing estates in the summer of 2001. The aim of the research was to determine the barriers to full time employment that unemployed (and economically inactive) residents encounter. To determine what support they would need to become 'job ready' and enter 'sustainable' full time employment. Three hundred interviews were conducted with residents, three focus groups were held with residents, and 50 interviews with agencies working with the resident population were conducted. The authors descried the resulting 'Employment Action Plan' and how this was articulated within the framework of a 'Local Active Labour Market Policy', and the role of housing and other agencies to realise these objectives. The authors conclude by reflecting on the challenges of engaging employers in recruiting local people, which is the objective of follow up research currently being conducted.

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HOUSING CHALLENGES IN THE "COLONIAS" ALONG THE U.S.-MEXICO BORDER

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Providing decent and affordable housing for the people residing along the 2,000-mile U.S.-Mexico border areas is one of the most challenging policy issues facing both the national governments and local communities. On the U.S. side, at least 700,000 people now live in settlements called "colonias," where water, sewer, infrastructure, and sanitary housing are severely deficient. These colonias are growing significantly as Mexican migration continues to increase rapidly, especially in the major urban areas where economic, health, and education opportunities are more available. This paper discusses current policy challenges facing the colonias on housing, urbanization, infrastructure, and community and economic development. The paper takes into consideration efforts of the U.S. and Mexican governments, as well as the private sector and community organizations.

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RUNNING OUT OF TIME: TIME, SOCIAL EXCLUSION AND SOCIAL HOUSING ESTATES

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This paper seeks to explore the dimension of time in relation to social exclusion on social housing estates. It argues that normative notions of time, so embedded in the structure of society, are often at odds with the way in which time is actually experienced in marginalized urban places such as the Uks remaining social housing areas. Further, it attempts to ground the current debates on such issues as time/space compression and time planning in some degree of empirically sound social context. Drawing on empirical work in both the UK and in developing countries the paper shows how life in some areas, in particular larger social housing estates has become detached from the temporal norms of contemporary society, leading to increased social exclusion. The paper also relates the concept to informal housing settlements in developing countries, to highlight the global effect of the shrinking of time/space.

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HOUSING MARKETS AND FAMILY INCOMES

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The Social Statistics Department of the HCSO accomplished a Survey on Housing Conditions in 1999 which (among many other housing issues) collected information on housing market processes and prices.

In the first section the paper describes the major factors influencing property prices relying on the results of the survey. It concludes that the greatest differences of price levels are observed between different regions and settlements of the country. In contrast, the effects of building type and housing quality are of less importance.

The second part investigates the differences of housing value according to social groups and proves that compared to income inequalities the distribution of housing value in much more balanced. As a result, the relative income level differs significantly from the housing value in the majority of households. The results presented in the paper demonstrate that the consistency or inconsistency between income and property value determine housing market behaviour, housing mobility and inhabitant satisfaction.

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URBAN SUSTAINABLE DEVELOPMENT AND ITS STRATEGIES IN SWEDISH ETHNOPLACES

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The European societies had introduced substantial definitions and insights for the erection of global agendas for urban development as the United Nations Habitat-agenda. Within the European Union people with special necessities affected by social marginalization are in the frame for the Urban-initiative. In Sweden these both agendas are implemented within the framework for the metropolitan policy headed by the Commission on metropolitan areas, launched by the parliament in order to faith segregation with local development agreements in ethnoplaces. It means in 26 communities where the majority of population living in municipal housing and is made up of immigrants and former refugees, and people with low incomes. But the aims and strategies within this initiative are disconnected from concrete strategies on articulating the cultural diversity that institutional policy pretends to support as well as lacks both in perspectives on gender equality and in relating to current agendas for ecological sustainability. **The Aim** of this paper is to analyse how urban development strategies contribute to integrate the population of ethnoplaces to the visions of social sustainability ruling in society. The question is how planners and professionals tackle these questions in their work. **The empirical fieldwork,** based in ethnoplaces such as Alby and Fittja in North Botkyrka -metropolitan Stockholm show several things. Firstly that the development strategies are based in premises of fighting segregation with a top-down perspective blind for gender, diversity and ecological sustainability. Secondly, the agendas fix the areas to enunciations based on the immigrants' lacks in cultural competencies. Third, as a consequence professionals get out the local population from taking part in the social strategies for developing the places in which they reside. Fourth, these facts make more difficult for the society to deal with the question of diversity. A main reason is that immigrants are not allowed to consequently take position in local development strategies and fail from introducing their perspectives on everyday life to mainstream society. The question for further discussion in the paper is what should planners do for fitting institutional bottom-up ambitions in such community?

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THE ROLE OF NEIGHBORHOODS IN URBAN POLICY

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Urban policy literature is replete with descriptions and analyses of efforts to bolster the physical, economic, and social condition of neighborhoods. A plethora of policy terms define this focus: neighborhood redevelopment, neighborhood renewal, community development, community-based development, community-building, neighborhood revitalization, neighborhood regeneration.
The commonalities embedded in these policy terms include: spatially distinct target areas, a desire to increase economic activity, and a general goal of improving living conditions and life chances for residents. These strategies are viewed by some policy researchers as examples of efforts to increase local control and resident participation by devolving the planning and implementation of urban policy to municipal and/or neighborhood -level decision processes. In the ideal formulation, these structural arrangements yield a higher degree of resident input, which for some theorists approximates new forms of citizen participation and governance. But is this ideal realized? Or do neighborhood strategies simply reduce the political liability of the state through the use of "neighborhood" rhetoric, while retaining traditional forms of centralized power? In other words, does neighborhood development lead to an increase in political capital, as well as the usual goals of physical and economic improvement?This paper explores the notion of participation and governance in neighborhood development by examining a set of case studies from the U.S. and the Netherlands. Specifically, the paper seeks to identify the range of structural relationships that exist in the neighborhood development policy domain, and suggest how these arrangements affect targeted residents, their living environments, and local decision-making processes.

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TRACK 4

TRANSNATIONAL SPATIAL PLANNING

Co-chairs:
A. Faludi - K. Pallagst

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HAMBURG - STRATEGIES AND PLANS FOR A METROPOLITAN REGION AT THE BORDER OF EUROPEAN MEGAREGIONS

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According to a ranking exercise, published by a German journal in 1999, the city of Hamburg was the most attractive place to live in. It offers ample job opportunities, most importantly in the modern sectors of the economy. It offers very good living conditions and an attractive city scape. As a region, Hamburg frequently shows the highest GDP per capita in Europe. Hamburg seems to satisfy all the expectations, which derive from its position as a corner of the so called 'Pentagon'. This Pentagon is a mega region introduced by a strategic policy document in Europe, the European Spatial Development Perspective. It covers the area between London, Paris, Milan, Munich and Hamburg, accounting for 20 % of the geographic area, 40% of the population, and 50% of EU GDP. Its main function is 'global economic integration', telling us that Europe expects from this region a particular perfromance providing Europe with resources, opportunities, competitiveness to succeed in global economic competition. The paper will outline some recent planning strategies, currently important for Hamburg. The range includes the extension of the city centre by way of converting the harbour districts along the river Elbe. There is a debate about a bid for the Olympic Games in 2012, which has been suggested by the chamber of industry and trade. In its main part, however the paper will discuss a regional development strategy, called 'Metropolregion'. This strategy pays attention to the specific situation of the city of Hamburg, right at the border between Lower Saxony and Schleswig-Holstein. The strategy also tries to define a perspective for Hamburg's position at the corner of the Pentagon. Hamburg participates in the Interreg activities of two regions, i.e. the Baltic Sea Region and the North Sea Region. A specific project in this context is called STRING, which tries to establish strategic partnerships between Hamburg, Copenhagen and Malmo. The paper will discuss the tensions that occur from the encounter of different strategies in such a situation, where the same location is the focus of different strategic interests and different layers of the multi-level governance system in Europe. What are in the end appropriate planning strategies, organisation structures, or broader development concepts to respond to so many challenges, with local, regional, national and 'global' strategies overlapping?

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MULTILEVEL REGIONAL PLANNING IN NORWAY

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Different government and governance organisations are involved in regional planning and development in my country. Together they form a multilevel system, which include national, county and municipal government authorities, and trans national, inter county and inter municipal governance partnerships. In the field of regional planning and development, there is no over all and formal dividing of authority among them. In practice they are free to put on their agenda the regional development issues they want. In this paper I do an analysis of the structure of the planning system, and the content of the newest regional development planning documents from selected actors in this multilevel structure in the western part of Norway. I am looking for possible correlations between the different actors' acceptance, legitimacy and power in the regional development work and the structure, process and content of their planning. The main purpose for the paper is to discuss planning as a political institution building process, and to point out which elements in this process that can explain lack of acceptance and legitimacy of the different regional planning and development actors in our multilevel system.

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ADRIONIAN SPACE: NEW PERSPECTIVES FOR CO-OPERATION AND DEVELOPMENT IN MEDITERRANEAN

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In the framework of European Union's territory, as well as of the entire European Continent, the space comprising Adriatic and Ionian seas and their borders constitute a new macro - region in the making with still unexplored possibilities and perspectives. Situated in the center of Mediterranean basin, between the eastern and western parts of Europe, the Adrionian Space is an important crossroad of maritime transportation and a place of a great number of tourist and commercial economic activities, especially in coastal zones. This paper focuses on the possible establishment of permanent thematic networks of interregional and transnational co-operation which would be the basic frame of bilateral and multilateral exchanges between the seven countries bordering Adriatic and Ionian seas (Italy, Greece, Albania, Yugoslavia, Bosnia, Croatia, Slovenia). These networks could support not only a variety of economic exchanges but also the development of social and cultural values, as well as the necessary negotiating processes with the intention of protecting the marine and coastal environment (e.g. environmental diplomacy etc.). The emergence of the so-called "Adriatic and Ionian Initiative" as well as its recent development, constitutes a significant contribution to the spatial, social and economic cohesion of the region. In view of the Greek Presidency in European Union next year, the paper investigates new possible ways and methods for speeding-up the creation of the above mentioned networks and the new innovative initiatives that Greece could take to this purpose in the area.

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DISCURSIVE EUROPEAN INTEGRATION - THE CASE OF NORDIC SPATIAL PLANNING

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In this paper it is argued that the emerging policy field of European spatial planning is an example of European network governance and the implementation of powerful policy discourses at European level. Following this line it is furthermore argued that effects of the ESDP (European Spatial Development Perspective) serve as an indication of the power of discursive policy committees and the fact that European policy committees actually influence national policies and policy networks. At least, if there exist both European and national policy communities and personal links between those, discursive European integration by network governance does show effects.

Recent changes in spatial planning systems and policies of the five Nordic countries illustrate this. Indeed, national discourses or policy networks have put forward single issues of the European discourse and to a certain extent the European discourse also provided input to restructuring national planning systems. The most obvious examples are recent approaches aiming at spatial cross-sectoral planning and development policies and policies covering not only certain areas but the national or regional territory as an entity. The Swedish debate on the need of a national spatial policy level illustrates that this kind of discursive European integration may also lead to structural changes.

Whether these effects are limited to policy formulations or will lead to a harmonisation of planning for Europe, remains to be seen. Drawing on experiences made in the Nordic countries, an informed guess would be that discursive European integration by network governance, will lead to harmonisation as regards the topics dealt with in spatial policy. Harmonisation of planning systems are, however, more likely to follow classical approaches to European integration.

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CON-COOPERATION IN TRANSNATIONAL PLANNING: THE ROLE OF BENELUX AND INTERREG

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Within the Eurozone, transnational planning should become common for issues with a transnational importance, such as port development, main infrastructure, the ecological network and main structure, coastal areas, large green and open spaces,...
Especially in the enlarged area of the BENELUX - Belgium, the Netherlands, Luxemburg and the neighbouring regions in Germany and France - the economic integration policy has a long tradition, supported by the Benelux Economic Union(BEU). Also in the field of spatial planning the BEU has developed already a Second Benelux Structural Outline in the period 1996-2000, in close cooperation with the national and regional ministers responsible for spatial planning. One of the objectives of the Benelux-plan was to stimulate and support transnational actions within the EU-initiatives of Interreg IIC.

Based on a study on the relation between the Benelux-vision, expressed in the Outline, on the one hand and the Interreg budget on the other hand, we try to understand and explain why the Benelux- cooperation performed rather poorly in the Interreg-program. One of the hypotheses is that the desire to cooperate between the different institutions is systematically overruled by competition among stakeholders such as all kind of public institutions, private or semi-private actors (chambers of commerce, port authorities, environmental organizations,...).
We think that an explicit attitude, based on the acceptance of competition, and a strategy is needed for dealing with cooperation in combination with competition.
The paper will zoom in on a 'planners experience' with cross-border planning in the Delta of the Rhine-Meuse-Scheldt, with the mainports of Rotterdam (the Netherlands) and Antwerp(Belgium). Both ports are competing very intensively, to strengthen their individual position as a mainport. The paradox of the competition model is, that they have to cooperate to safeguard their common position as European gateway. The paper aims to provide elements for a new cross-border planning strategy based on 'con-cooperation' in the Delta-mainport, and the opportunities of transnational planning. The proposal results from the analysis of the success and fail factors of former and present projects.

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THE LOCUS OF EUROPEAN INTEGRATION. SPATIAL DEVELOPMENT ISSUES IN THE PROCESS OF EUROPEAN INTEGRATION

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The locus of European integration can simply be considered as the territory in which the process of intensive co-operation between a group of countries takes place. A closer look into European policies and their relevance to spatial developments throughout the European territory and to spatial policy making in the European countries, the quest for locus of European integration can be understood in two ways. At the one hand, the locus of European integration can be considered as those spatial developments that are one way or the other closely connected to the process of integration. At the other hand, the locus of European integration can be taken less literal, in terms of the policy processes and formal structures in which European integration actually takes place. This paper aims to combine these two perspectives.

The paper analyses the way in which European spatial development issues are addressed in the complex interplay between various European policies and member states' spatial policies. In four cases a thorough analysis is made of four different types of policy arenas around the European spatial development issues. In the European regional policy, policy arenas emerge around negotiations on structural improvement of regions. The appealing spatial concept of trans-European networks in the common transport policy mobilises various policy subarenas around development of new European infrastructure. The Natura 2000 project in the European environmental policy contributes to the establishment of a policy arena in which exchange of scientific data needs to boost nature protection. Agro-environmental measures in the common agricultural policy link up to existing locally vested policy arenas.

The paper seeks to reflect on how distinct mechanisms of planning contribute to the establishment of policy arenas around European spatial development issues. On the basis of this reflection, the paper seeks to build up an understanding of what are the requirements for effective European spatial policy making.

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CONCEPTUAL MAPPING FOR SPATIAL VISIONS AT A TRANSNATIONAL SCALE; AN EXPLORATION IN CENTRAL ENGLAND.

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There has been a steady and systematic move towards establishing wider spatial visions for transnational development within the European Union over the last decade. This has been manifested in the European Spatial Development Perspective (ESDP) and the recent publication of the Spatial Vision for North West Europe. Although these visions must be informed by a sound evidence base there is a strong conceptual basis that is needed to guide them. But how are the conceptual issues and perspectives communicated and addressed? The paper briefly examines some of the historical approaches to representing spatial vision, and provides an analysis of the combined structured interview and mental mapping method that was trialed in the central England component of the ERDF project Corridesign, which was funded under Interreg 11c. The paper concludes by comparing findings from that regional study with the transnational findings of the study as a whole.

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DRAWING LESSONS FROM YOUR NEIGHBOUR: WHAT CAN DUTCH SPATIAL PLANNING LEARN FROM FLANDERS

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What barriers exist for lesson drawing in field of spatial planning? Considering these barriers, what lessons can the Dutch draw from regional spatial planning in Flanders?

During many years, the Dutch spatial planning has been a source of admiration and inspiration for foreign policy-makers. Both the political clout with which plans were developed and promoted, their comprehensive and conceptually rich nature and the mixture of thoroughness and flexibility with which they were implemented made quite an impression on foreign observers. But, Dutch planning underwent significant changes since it reached a highpoint in the 1970s. In that era policy founded itself on a marriage of convenience between housing and spatial planning (Faludi & Van der Valk, 1994). This policy focused on guiding urbanisation, in essence housing development, to avoid massive urban sprawl. Ever since the second half of the 1980s spatial planning tries to get to grips with significant changes in its context. To name but a few changes: decreasing influence of planning subjects on housing development due to cut-backs in the budget for social-housing, increasing importance for spatial planning of territorial competition as a result of internationalisation and European integration and the environmental turn in spatial planning. The most recent and still ongoing changes in Dutch planning relate to a major revision of the planning system and the adoption of the Fifth National Report on Spatial Planning.

A possible albeit largely neglected source of inspiration for renovation of the Dutch planning practice, is Flanders. Within the federal state of Belgium, the Flemish Region has acquired its own competence on spatial planning (see Albrechts, 2001). The group of planners that were the initiators and catalysts behind the new planning decree and the Structure Plan for Flanders (Albrechts, 1999) were without any doubt well aware of Dutch spatial planning. In the paper the issue of lesson drawing is approached from two different angles. It first goes into the issue of how the Flemish selectively adopted Dutch planning concepts in the past and what opportunities and barriers they experienced in this process. In a second stage the question is reversed by raising the issue of how the Dutch can learn from their southern neighbour and what opportunities and limitations can arise in such an intriguing transplantation process.

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CROSS-BORDER COOPERATION IN SOUTHEASTERN EUROPE: THE ENTERPRISES' S POINT OF VIEW

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This paper analyses the prospects, problems, and obstacles of cross-border cooperation in Southeastern Europe with the use of survey data collected from enterprises located on both sides of the northern Greek frontier. The analysis, which is based on a sample with firms from the border regions of Albania, Bulgaria, FYR of Macedonia and Greece, provides interesting insights into the prevailing conditions and has many implication for policy making.

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TRADITIONS OF CARTOGRAPHIC VISUALISATIONS IN EUROPEAN STRATEGIC SPATIAL PLANNING

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Cartographic visualisation, or the conceptualisation of the territory, is an integral part of spatial planning. In most traditions of spatial planning in Europe, planning policy documents involve a symbolic representation of the territory in the form of icons, diagrams and maps. Drawn images are used to support verbal statements of policies, or they directly express policies.

However, there are significant national differences in the use of cartographic visualisations in strategic spatial planning in European countries, that have evolved as a result of cultural differences and planning traditions. The use of cartographic visualisations in different countries to illustrate and communicate spatial policies depends on the scale and territory covered, and may vary in style and complexity.

Increasing interdependence of EU states has led to growing transnational collaboration on spatial planning policy. Transnational spatial planning supports European integration through identifying spatial development issues that cross national boundaries and establishing new joint transnational planning institutions to address them. A central feature of this work is the use of cartographic visualisations since they assist in overcoming language barriers and building consensus in transnational spatial planning.

National and regional differences in planning traditions and visualising, however, can cause problems when several countries come together to discuss policy options for a transnational territory. The work on the European Spatial Development Perspective (ESDP), or spatial visions under the Community Initiative INTERREG, for example, have demonstrated the controversial potential of cartographic visualisations. An understanding of the diversity of uses of cartographic visualisation in strategic spatial planning in Europe is therefore important if problems over conceptualisation and representation in collaborative and transnational planning in Europe are to be understood. This will be a crucial precondition for the effective communication of European spatial policy through cartographic visualisations.

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EUROPEANIZATION AND TERRITORY AS OPERATIONAL FIELD OF ACTION.

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The paper aims to be a further step about the ways in which European politics are bringing out and spreading around innovative practices, conceived and experimented in national contexts, transferring their new uses and meanings to the whole of the Union. In particular the so-called "europeanization" of national and local politics and the tendency to the integration in the Union's 'way of action' of criterions and styles experimented at national or local level can actually be a good point from which we could try to understand how in last few years, European Union **has been modifying the way of thinking and transforming territory, introducing projects of collaboration among public and private actors and linking fields not used to communicate between them, so intersecting territorial and competences' divisions as far as now hardly under discussion**. European Community has introduced innovative practices and institutional models quickly spreading and unhinging structures of knowledge and planning, deeply contributing to redefine the meaning of notions like "public and private", but also like 'state'. In particular the paper wonders about which modifications UE politics are introducing to the practices and the institutional models of the member states in the field of territorial politics and planning. Even if, the only real spatial document, the ESDP- born from an emerging fear between states members about territorial transformations implicitily induced by community politics and funds' setting, without a control and guide-line tool, without a strategic vision of the territory- has been quite weak, **what the paper would like to set out is that, European politics have not only induced strong implicit territorial transformations- the issue to which the ESDP aimed to give a answer- but that they have rather modified the way of *thinking and organizing* territorial transformations.** In this way despite the apparent weakness of the ESDP, we cannot avoid to discuss about a series of politics that directly and indirectly are re-shaping the notion of territory, traditionally intended as "political and administrative division of space".

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ESDP AND INTERREG II C - APPLYING AN INFORMAL POLICY OF THE MEMBER STATES WITH HELP OF A FORMAL INTERVENTION OF THE COMMUNITY

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In the 1990s it was possible to observe the emergence of a new policy field: Starting with a dialog among planning experts and researchers step by step co-operation began, committees have been established and pilot activities initiated. Following this also a political perspective for European spatial development has been outlined. The European Spatial Development Perspective (ESDP) became the most relevant political document. Implementation or better to say application of this *Leitbild* was defined in this document as a task "of a wide range of spatial development (land use, regional planning, urban planning) and sectoral planning authorities". In the introduction to the ESDP the German Presidency of the Informal Council of Ministers responsible for Spatial Planning stated clearly: "All the participants were agreed that the ESDP does not provide for any new responsibilities at Community level" and later it says in the same document "Co-operation is the key to an integrated spatial development policy and represents added value over sectoral policies acting in isolation". As an important instrument for applying the ESDP INTERREG II C and the following INTERREG III B Community Initiative have been identified. With INTERREG II C (1997 - 1999) the Commission started the first Community Initiative for transnational co-operation in the field of spatial planning. Within a couple of years an informal council of ministers outlined an informal policy and in spite of the inter-governmental approach selected for its application an instrument which is under supervision of the European Commission.

For the time being Member States formally sticks to the position laid down in the ESDP. No competence has been transmitted to the Commission. INTERREG II C was considered only as the use of an existing instrument with an existing competence for the benefit of applying an inter-governmental policy. None the less, in recent years a silent process of establishing a new community policy could be observed. While on the one hand it have been representatives of Member States and their ESDP who gave an distinctive image to the new policy, on the other hand the Commission became an actor of increasing importance.

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DEVELOPMENT THROUGH CONSERVATION: A CASE STUDY IN BALTIC SEA REGION

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Regions in the Baltic Sea Area show common problems which could be described in terms of lack of regional growth, unemployment, pollution of the environment, lack of regional cohesion, cultural diversity etc. Today cultural heritage is regarded as an important resource not only for cultural diversity and regional/local identity but also for regional growth, sustainable development and treated right for strengthening democracy.

A common problem in whole Europe, as well as the Baltic Sea Region, is funding the maintenance, conservation and restoration. The Halland region on the Swedish west-coast has found an answer to this problem. The Halland Model operates in regional cross-sectoral and problem-oriented networks and the measure-oriented planning system had an important community impact, especially in terms of employment, job creation, training and education programmes and mainly saving and restoring/conserving valuable cultural buildings. The pilotproject Halland Model in Olsztyn had significant positive consequences:

- For the **regional development**: for a regional economical balance, counteracting the fluctuations of the economy, construction trade and industry, employment, training needs of construction trade, locations of activities, cultural heritage, craftsmanship, environmental protection, tourism, cultural life and youth activities.
- For the strengthening of democracy: the Halland Model served as a tool for building up democracy in the former Eastern European state.
- For the cultural identity and cultural diversity: creating identities at an individual level, since valuable cultural environments have been preserved; the unemployed have been helped to return to the labour market through meaningful measures, coming out of unemployment as stronger individuals; and that personal ties have been created across the Baltic Sea.

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BEING ON THE MAP: THE NEW ICONOGRAPHIES OF POWER OVER EUROPEAN SPACE

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The paper explores the representation of European space in images, and the significance of these images in building and reproducing policy discourses of European space. Landmark images of European spatial relations are discussed, from the iconic 'bananas' and 'grapes' of the 1980s and 1990s through to the new science of infographics, which explicitly attempts to articulate new European spatial concepts such as polycentricity in image form. Images are understood as elements of an emerging transnational spatial policy discourse, and so are analysed in the context of contestation over meanings, played out policy debates, in documentation and in other practices of spatial planning. In particular we concentrate on how images are used together with textual references and discussions to form a persuasive component of spatial discourse. We therefore analyse these representations of space as contested, rather than as the outputs of rational spatial analysis. The aim is to reveal the underlying rationales of different framings of space and spatial relations, leading to insights into the ways in which such images are playing an increasingly important role in foregrounding certain ways of thinking about European space and mobility whilst bracketing others.

Our analysis suggests that whilst iconic representations of European space articulate an apparently unified view of European development, they also embody major unresolved tensions at the heart of the spatial development strategy, in particular between competing configurations of urban and regional development and mobility. Depending on their interpretation, the images can be seen as capturing the tensions between flows and places, and between underlying rationalities of cohesion and competition. Overall, the paper argues that whilst the use of images in EU spatial policy discourse succeeds in strongly visioning a polycentric Europe of flows, it also (perhaps unintentionally) reproduces the uncertainties, conflicts and tensions which surround this vision. The paper concludes with a discussion of how such use of images can contribute to the formation of a European identity.

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COMBINING ESDP AND EU INTEGRATED COASTAL ZONE MANAGEMENT PERSPECTIVES: MPLICATIONS FOR THE FUTURE MANAGEMENT OF THE IRISH SEA

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In May 1999 a meeting of European Council Ministers agreed the publication of the European Spatial Development Perspective (ESDP) aimed at promoting balanced and sustainable development of European Union territory (EC, 1999a). The document sets out spatial development guidelines covering patterns of urban and rural development, integrated transport and communications; and development and conservation of the natural and cultural heritage of the Union through wise management. Policy integration at the transnational level to address issues that cannot be dealt with in an appropriate way by individual states is a central theme and Integrated Coastal Zone Management (ICZM) is identified as one area where the European Spatial Development Perspective is particularly appropriate. Subsequent to the publication of the ESDP, in 2000 a proposal for a European Parliament and Council recommendation concerning the implementation of ICZM in Europe was published (EC, 2000a). This reflects the findings of the European Commission's Demonstration Programme on ICZM that covered the period 1997 - 1999 (EC, 1999b). The proposal stresses in particular the need for cooperative action at the regional seas level to address cross-border coastal zone problems. As a consequence of both these developments there is renewed interest in regional seas management in Europe. In some areas such as the Mediterranean and Baltic seas (Dixon-Gough, 2001), this may stimulate some revisiting of existing arrangements to reflect contemporary perspectives. In other areas such as the Irish Sea that have not benefited from a regional seas approach to date, there is now a real opportunity to establish new initiatives that have longed been called for (Irish Sea Study Group, 1990; Irish Sea Forum, 2000). This paper starts by exploring the implications of the ESDP and European Union ICZM proposal for regional seas management and seeks to develop a combined framework that might assist the development and evolution of such initiatives within EU territory. The case for regional seas management of the Irish Sea in then outlined. The paper concludes with a discussion of the implications of recent EU initiatives for integrated management of the Irish Sea.

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INTERREG IIC AND ITS FUNCTIONING IN BORDER REGIONS OF THE CZECH REPUBLIC - EXPERIENCES AND POINTS OF VIEW FROM EU CANDIDATE COUNTRY

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This paper describes positives and shortcomings of some INTERREG II C program examples and its applying on the border regions Czech republic with neighbouring EU member states, exactly with their neighbouring federal countries (Low Austria and Saxonia).

It is very difficult to estimate this program only from a position of project partner, but also only as project co-ordinators from . The contents of projects were prepared mostly by experts from member countries still before projects started. These experts hadn/t imagine about legislative procedures, institutions functioning and real needs in post communist countries. So the expectations of the results were some time different then the reality. Also the final project reports were completed by project leaders from EU member countries, where the positions of candidate countries hardly could be objective mentioned.

EREG Project (independent regional development of border region) was arranged by Technical university Vienna, project development office Mecca and Low Austria government and they co-operated with more Czech partners. The aim of the project was to prepare common planning base how to solve specific problems of the border area between Moravia and Low Austria, where practically no natural border exists and traditional cultural relations developed till 1948 when they were stopped by "iron wall" consisting. EREG project streamed to develop cross border co-operation mostly in culture and wine tourism, nature protection and some agriculture specifics (organic wine production, irrigation etc.). In spite not realising more visible investments in moravian border region, as a result of the project the main goal was fully reached. It was establishing contacts not only on the level scientists and planners, but during some the project presentations they met people from local councils and different local organisations (farmers, nature protectors, tourists etc.). These less formal contacts make the cross border co-operation more comprehensible for public and really functional for the communities on both sides of the border.

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TOWARDS AN INTEGRATED SPATIAL POLICY FOR THE NORTH SEA

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One of the consequences of the ongoing integration of Europe is the diminishing importance of political boundaries not only on land but also in its epicontinental seas, such as the North Sea. The need to address trans-boundary problems such as depletion of fish stocks, exploitation of mineral resources and related safety issues, safety of shipping and mitigation of environmental pollution has resulted in many mostly one-issue initiatives. The growing awareness that the North Sea is more than an economic entity and in fact represents a very important and vulnerable ecosystem calls for a more comprehensive integrated spatial policy. Recently, there has been an attempt by NorVision to formulate such a vision at a high abstraction level. Given the seriousness of the issues at hand it is time to develop an integrated spatial policy for the North Sea that is realistic and can be put in place by the stakeholders in an efficient and effective way. The paper explores possible strategies to achieve this goal.

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LESSONS FROM PLANNING IN THE DOURO RIVER BASIN

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The aim of this paper is to discuss how European Union programs namely Interreg or Earth projects are fostering the development of joint spatial planning in border regions. Most specifically, the case study is focused in the Douro River Basin. This river is one of the longest of the Iberia Peninsula, starting in Urbion, Northem Spain and flowing down to the mouth in Oporto, Portugal. It makes the common border over a mountainous, remote area classified in both borders (Spanish and Portuguese) as natural area. Some of these areas are the least developed in both countries although the river crosses important towns such as Zamora, Rigua and Oporto (2nd metropolitan area of the country). The achieved conclusions show that the european funds have enabled joint studies made by teams with nationals from both countries that are, normally, geographers, engineers and architects. Planners as such are not yet in big numbers in these projects. This may be one of the reasons why spatial planning is not yet a core issue in the studies and projects undertaken. Another and possibly more relevant reason, may be the lack of real effectiveness of transborder spatial planning facing a tradition of facet planning. Even in Spain, one of the most regionalized countries in Europe in terms of spatial, land-use planning and urbanism, the Ministry of Public Works still determines spatial development with its sectoral national policies in Roads, Transportation and Housing. Likewise, the situation is somewhat the traditional pattern of the bottlenecks in the implementation policies, already portrayed in the seventies: how great expectations in Washington are dashed out in Oklaoma. Nevertheless, the amount of analyses and studies produced together and most important, discussed together by technical representatives of both countries is fostering transborder knowledge and creating informal networks of researchers and practitioners. This may lead to an effective basis of knowledge and understanding that in the future will enable transborder spatial planning from a bottom-up approach.

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ENVIRONMENTAL ASPECTS IN SPATIAL AND URBAN DEVELOPMENT POLICIES AT THE EUROPEAN LEVEL.

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At European level different instruments for spatial and regional development have been elaborated in recent years. They are of growing importance for spatial structures in EU member states. As - in accordance with article 6 of the treaty of Amsterdam - "environmental protection requirements must be integrated into the definition and implementation of the Community policies and activities", the question arises to which extent the goals of the Community's environmental policies have already been integrated into European spatial development policies. Furthermore it was intended to investigate whether the approaches on the European level can be used to foster sustainable urban and regional development in the member states, e.g. in Germany.

The evaluation of framework documents of six instruments showed that the goals of environmental policies of the Community are already taken into account in European spatial policies. The best examples in this regard are the European Spatial Development Perspective (ESDP), the "Action Plan for Sustainable Urban Development" as well as the Community initiatives INTERREG III B and URBAN II.

In-depth case studies led to the result that the analysed Community initiatives offer much room to realize environmental goals which is not always used adequately by local authorities and NGO's. Therefore the position of environmental stakeholders should be reinforced in the processes of program planning and approval. Moreover the instruments at EU-level should be linked more closely with related instruments at national level, e.g. local agenda 21 or regional development concepts.

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PLANNING AND POLICY-MAKING IN THE EU: A TYPOLOGY OF FIVE DIFFERENT DISCURSIVE FRAMEWORKS FOR DECISION-MAKING

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This paper argues that the underlying rationales guiding EU planning and policy-making (and its pertaining transnational, national, regional and local dimensions) can only be adequately understood through a thorough analysis of the overall discursive framework in which this planning and policy-making occurs. After introducing and defining the notion of a "discursive framework" (and distinguishing it from the notion of a "paradigm") the paper develops a typology of seven different discursive frameworks for planning and policy-making: Ecological Modernization, Reflexive Modernity, Communicative Rationality, Post-Fordism, Political Economy, Post-Modernity and Anti-Modernity/Renunciation. Only the first five are considered to be pro-modern in the sense that they do not reject Enlightenment ideals and the Rational model. Post-modernists, however, challenge modernist rationality and hence challenge one the foundational beliefs on which planning is built. Interestingly, the growing attention given to Foucauldian discourse theory (posited as an alternative to Habermasian communicative rationality) indicates a growing influence of postmodern ideas in planning debates, at least at the theoretical level. The anti-modernist/renunciation discursive framework, by contrast, is one that accommodates nature-focused approaches which often exhibit fundamentalist and/or spiritual traits (Deep Ecology, radical ecology, Gaia). This perspective is most prominent in non-governmental, grass-roots circles. Looking at the European Union, the paper finds that the dominant discursive framework for EU planning and policy-making remains that of Ecological Modernization, but that it is also influenced by notions developed out of the Reflexive Modernity and the Post-Fordist frameworks, as well as some of the others.

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LOW DANUBE BETWEEN PLANNING IN BORDER REGIONS AND TRANSNATIONAL PLANNING

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Nowadays, transitional co-operation and its institutional forms, the Euro-regions, represent an imperative necessity and the attendant socio-economic regional development problems can't be solved exclusively within the states' borders.

In this context, the Law Danube Euro-region, including many administrative units from Romania, Ukraine and Moldavia, crystallises the requirements of the transborder co-operation in various forms, from economic and scientific collaboration, to ecological, cultural and educational contacts. This huge diversity requires the elaboration of new plans capable of meeting the demands of a heterogeneous political-administrative territory.

Founded on an empirical analysis and lacking a solid bibliographical support because of the very novelty and diversity, the Euro-Regional phenomenon investigated, the paper aims at highlighting the limits and advantages of this strong reference point in the future planning.

The different socio-economic evolutions in the past years have made turned the Law Danube Euro-region into a contradictory discontinuous space, where communicative planning is still matter of theory. In our research we tried to find an answer to a key question: *is trans-national planning - favoured planning by the creation of Euro-regions, a feasible reality in for the "Low Danube" Euro-region or is it the perfect example of uncoordinated thinking and planning?*

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WHATEVER HAPPENED TO PLANNING? ITALY AFTER EU INTERVENTION

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After a decade of EU intervention in spatial and urban planning, it is perhaps the time now for a deeper reflection on their influences in planning practices in the EU countries.

A brief survey on what concerns Italy allows to observe that EU planning intervention, despite its weak degree of institutionalisation, has practically affected all the levels of territorial government, through many dimensions of what is first and foremost a material innovation, triggered as if by contamination by the arrival on the scene of the new institutional player. Changes are mainly visible in:

- the shaping of spatial frameworks for planning policies;
- the proliferation of new different tools for regional and urban planning;
- a progressive re-equilibrium between "central" and "peripheral" regions;
- new institutional and administrative attitudes to negotiation and partnership;
- the cultural way of treating urban problems and conceiving planning;
- new emerging competences and "jobs" for planners.

A reflection on the deepest meaning of those many changes -beginning from the substantial reasons of the (not institutionalised) EU intervention in planning policies - could contribute to a better understanding on what, not only in Italy, can be expected from EU planning and what, consequently, can be managed to improve European development strategies.

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PLANNING DEVELOPMENT OF U.S.A.-MEXICO'S CROSS-BORDER REGION IN THE CONTEXT OF NAFTA (GLOBALIZATION'S EDGE) AND THE EVENTS OF 9/11 (SEPTEMBER ELEVEN).

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We examine key elements of Cross-Border Development Planning initiatives in the context of NAFTA at the U.S.A.-Mexico's Border, (comparing it with the E.U. initiatives). In chapters one and two we study the historical roots of Cross-Border Planning and its current worldwide situation. And while we analyze the U.S.A.-Mexico cross-border region in chapter three, in Chapter four we analyze strengths and weakness of current initiatives in the area and its possible future evolution.

In Chapter one, we examine the origins of the phenomenon commonly called "Border", the creation of the first States and the concept of Nation as well as the first examples of Cross-Border Planning. Finding that the creation of the "Border" responded to social, economical and natural conditions not longer existing.

In Chapter two, we walk trough worldwide "modern" antecedents of Cross-Border Planning, since the end of the 1st WW to the post September eleven new order. Identifying the processes in which Border areas remain in disadvantage to the rest of the nation due to the distance to the social, cultural and economic heart of the nations.

In Chapter three we analyze the U.S.A.- Mexico's Cross-Border current situation, as well as both governments initiatives and strategies in the Pre-NAFTA, Post-NAFTA edges and in particular after the events of September eleven. In this chapter we cover the impact that an unequal economical development originated and its repercussion on the flow of immigrants as well as the different initiatives that were developed to generate jobs in the Mexican side of the border (Twin Factories) and their economic and environmental impacts on the region.

In chapter four, we evaluate strengths and weakness of U.S.A. - Mexico's Cross-Border Region initiatives in the context of NAFTA and the latest events, as well as their possible future. We will focus on existing initiatives looking to promote cooperation as a way to overcome disadvantages through cross border exchange and cooperation to achieve efficient allocation of resources looking for their regional commonalities instead of their traditional national identity.

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ADDRESSING METROPOLITAN COORDINATIONEXPERIENCES OF SPATIAL PLANNING AND METROPOLITAN GOVERNANCE IN EUROPEAN REGIONS

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Many urban regions in Europe are experiencing a process of socio-economic and spatial transformation from historical city-centred configurations into more complex forms of metropolitan configuration. The historical patterns of urban regions show differences in many respects, varying from global mega cities such as London and Paris to historically poly centred conurbations such as the Ruhr area or the English Midlands, and by consequence also the emerging metropolitan configurations differ in many ways. The emerging patterns are labelled as 'metropolitan chains of urbanization', 'urban networks', 'poly centric configurations', 'in-between cities', and so on.

However, there are some striking similarities in these diverse spatial transition processes: Spatial dynamics usually do not correspond to the fixed territories of local and regional governments, these usually can not be considered anymore as simply representing 'a new round of expansion' by the central cities and - finally - more complex and competing networks are challenging the coordinating capacities of traditional local and regional powers. The emergence of metropolitan spatial configuration takes place in a context of institutional fragmentation. So many metropolitan regions face the question how to coordinate the range of actions by public and private actors. This question was studied by local experts in a comparative empirical research into twenty metropolitan regions in Europe. Willem Salet, Andy Thornley and Anton Kreukels (eds) (2002 forthc.). Spatial Planning and Metropolitan Governance; a comparative research of city-regions in Europe. Spon, London. Willem Salet will discuss some of the findings of the project.

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INVESTIGATING THE APPLICATION OF THE EUROPEAN SPATIAL DEVELOPMENT PERSPECTIVE (ESDP) TO REGIONAL PLANNING IN THE UK

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This paper considers how the emerging European spatial development policy agenda is influencing the performance of regional strategic planning in the UK. The ESDP was agreed in 1999 as a non-binding and indicative framework intended to guide institutions in the exercise of their spatially significant competences. It has been the subject of extensive debate among planning academics and practitioners, for example, in relation to the competence of the EU in matters of spatial planning and the way in which discourses of European spatial planning are influencing the terms of reference for, and the practice of, planning in Europe. In England, national policy on regional planning makes clear that Europe and the ESDP are important contexts for the preparation of Regional Planning Guidance Notes (RPG), which should be taken into account when developing regional spatial strategies and policies. The paper will evaluate the extent to which the ESDP and the wider European context for planning are informing the performance of regional strategic planning in the UK. Specific consideration will be given to the way in which the spatial planning policy messages and approach of the ESDP have been integrated into the planning process and how they have helped to inform the development of substantive objectives for regional planning policy. In investigating these issues, the research approach adopted accepted the proposition that strategic documents. The research design consisted of two components, a review of recent RPG documentation, supplemented by interviews with key players involved in the regional plan-making process. The review of RPG documents provided an initial test of 'conformance' helping to highlight the 'messages' of the ESDP, which had been adopted by the plan makers and to focus the subsequent interviews, which sought to establish the understanding and use made of these messages in the decision-making process. The research revealed considerable variation in the way that different regions had considered the European agenda and the ESDP as contexts, which can be used to inform strategy and policy development. Overall however, the findings suggested that the European context and the ESDP are beginning to be accepted as frames of reference in the production of Regional Planning Guidance.

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TRANSNATIONAL SPATIAL VISIONS - IMPORTANT INSTRUMENTS IN EUROPEAN SPATIAL DEVELOPMENT

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Within this speech I would like to treat the importance of transnational spatial visions as planning instrument on transnational level. Visions, especially on transnational level, have played a very important role in the last ten years in Europe. This is the outcome of several developments: globalisation, EU integration and enlargement of Europe. But also the European Spatial Development Perspective provoked a series of Visions under different general frameworks and topics. The question, why the production especially on transnational level was so intensive in the last years, should be raised.

Regarding such visions and its preparation it is important to pay attention to the products and the process. Often products (reports, maps,...) are seen as the only outcomes. In reality the process for creating this products often is much more important. So the functions, meaning and purpose of such visions will be regarded.

The importance of geo-designs, pictures and images within this process will be discussed. They play a very important role within this process because they have very communicative power and help to overcome cultural and linguistic obstacles. On the other hand misunderstandings and misinterpretation are easily produced.

Examples of Visions should show in which different frameworks Visions have been produced with which different results. As examples Visions like Vision Planet (CADSES area), pro Danube 2010, VASAB 2010 (Baltic Sea Spatial Vision), Norvision, North-Western-Metropolitan-Area Vision and a thematic vision for Europe from Ingerop about 'Polycentrism' will be presented. The conclusion referring to the necessity and usefulness of transnational spatial Visions as an instrument to foster understanding and shaping of an opinion about the space of Europe.

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STRATEGIC ENVIRONMENTAL ASSESSMENT AND THE PROSPECTS FOR THE SUSTAINABLE DEVELOPMENT OF THE NORTH SEA REGION

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This paper explores how the recent EU Strategic Environmental Assessment (SEA) Directive will influence the emergence of transnational spatial planning in the INTERREG regions. The European Spatial Development Perspective aims to deliver sustainable spatial development, and a critical area of implementation is in the new transnational regions which bring together existing regions rather than member states in strategic cooperation over spatial policy.

The new SEA Directive (Directive 2001/42/EC) builds on both the EU growing role in environmental areas and the aims of sustainable development. The directive sets out what national government should aim to achieve but respecting the principle of subsidiarity. However there is an apparent problem of transnational implementation, as the Directive is framed around national structures and implementation by individual EU member states.

The practical and institutional issues are explored with reference to the North Sea Region (NSR). The NSR is composed of the regions of 6 different nations, and includes the whole of Denmark. It is home to a wide array of different democratic governmental structures which will create variations in the application of subsidiarity, a key principle of the Directive, raising difficult institutional questions about how transnational projects and impacts may be subjected to SEA. Focusing two critical areas for sustainable development - transport and energy - the paper explores how SEA might help to institutionalise a new transregional policy discourse. These issues are examined firstly in relation to transnational energy and transport projects such as offshore windfarms and the Nordic Triangle of infrastructure projects, and secondly in relation to the transnational impacts of projects contained within member states, such as combustion plant emissions. The paper also considers the potential for SEA to be used as a learning mechanism, which could contribute to the creation and reproduction of new transregional policy discourses of sustainable transport and energy.

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MULTIPLE VISIONING. LEAVING BEHIND COMMON WAYS TO CONSTRUCT TRANSNATIONAL SPATIAL VISIONS

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Unravelling the spatial structure of North-West Europe for the purpose of spatial planning, has a history of about half a century. From the beginning efforts to *conceptualise* NWE were clearly a mixture of scientific analysis and political goal setting. As a hinge between these two domains ranges of maps and spatial concepts have been developed. Concepts, in particular when accompanied by maps, lead to political discussions or even controversies because they convey perceptions of an area which are not always accepted. At the crossborder and transnational levels it seems almost impossible to reach a broad consensus on spatial concepts. This is simply the result of the fact that maps, like spatial concepts in general, always leave out certain characteristics and qualities while emphasising others. Maps *construct* and do not reproduce the world and therefore bear considerable power. It is for these reasons constructing images of a - large scale - territory is a highly sensitive matter, especially when several or numerous countries are involved. The most recent, prime example of an effort to conceptualise the structure of NWE is the Spatial Vision of North-West Europe. The thorny nature of conceptualisation is mirrored in the authorship of the Spatial Vision. In fact there is no official 'author'. This is a common practice dealing with conceptualisation on transnational levels. Although spatial concepts and their visual expression in the form of maps are off course ultimately the work of men and the actual people are identifiable, there are no authors, no planning subjects. To come to terms with the tremendous difficulties associated with transnational visioning it is necessary to accept *and appreciate* its highly political character. The only way to deal with this is considering visioning and visualising as it is, a complex social and political process which might lead to unifying concepts and images, but not necessarily and more often than not in just one single step.

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TRACK 5

PLANNING THEORY AND HISTORY

Co-chairs:
H. Campbell

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ACTING TOGETHER: FROM PLANNING TO INSTITUTIONAL DESIGN

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Recently institutional design has enjoyed some attention, but what it is, why it is necessary, and how to do it are still unclear. This paper examines the relationship between planning and institutional design, to explain why and when planning involves institutional design. Distinguishing between four planning "paradigms" - deliberative rational planning, communicative practice, coordinative planning and frame-setting, institutional design is defined as the structural aspect of coordinative planning, i.e planning at the organizational and interorganizational levels.

A process of institutional design is described, which can involve a broad range of social settings, from formalizing simple informal group interactions through rule-making for programmed activities and intra-organizational tasks involving agency relationships, structuring organizations and interorganizational networks, to "constitution writing" for institutions and polities. Some cases are presented to illustrate who does institutional design, when, where and how.

An integrated process of analysis and design is proposed that combines elements of interorganizational coordination with institutional analysis based on transaction cost theory. In particular, the paper shows how transaction cost theory concepts can be usefully applied in institutional design. These include the prerequisites of alternative forms of governance, the principle of remediability (comparing possible designs with feasible alternatives, not a theoretical ideal), and "discriminating alignment": matching forms of governance with relevant contextual and transaction characteristics. To facilitate discriminating alignment, the paper offers an "architecture of institutional design": a repertoire of forms of governance and coordination structures that can be deployed at the organizational and interorganizational levels of institutional design.

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POLICY CHANGE VIA RE-INTERPRETATION OF URBANISTIC STANDARDSINNER CITY REDEVELOPMENT IN BERLIN IN THE 1980'S AND 1990'S

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Berlin has witnessed fundamental changes after its reunification in 1990. A massive boom in planning and investment in the early 1990s followed a time of crisis and stagnation in the 1980s, when West-Berlin used to be a model city for "gentlerenewal" and an ecological turn in city development. One major result was the Inter-national Building Exhibition in 1987. After a short period of uncertainty in 1989/90,the coalition formed by the Conservatives and the Social Democrats used the boomfor an ambitious though controversial attempt of city redevelopment. Interestingly, themain actors in the field of city development politics remained the same as in West-Berlin before reunification: East Berlin specialists were more or less marginalized, architects from abroad as well as investors had trouble being successful in a micro-cosmos dominated by an elite of politicians, investors, planners and architects that knew each other well and had developed quite a bit of general consensus when it comes toredevelopment issues.

However, the alleged hyperpluralistic city that was said to beblocked by legal problems, political controversies, economic problems and a lack of experience in dealing with private investors was able to produce decisions to an extentthat created an overproduction crisis on the market for office space within only a fewyears. The same people that had advocated for ecology, participation, "gentle" ways of rebuilding parts of the city still damaged by WW II suddenly seemed to give in toconventional city politics dominated by private investors. What is surprising about thesituation is the fact that the actors were able to continue their work without evenchanging the general goals, premises and wording they had carefully developed in the1980s when most of them worked for the International Building Exhibition. The paperwill try to explain how that was possible adapting policy analysis to city redevelopment issues and by identifying strategies of re-interpretation of notions, agenda setting and the selective use of informal partnerships. The analysis shows that the notion of "sustainability" becomes an umbrella term for most different strategies that tend to be re-interpreted by powerful actors just to legitimize their decisions.

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TERRITORIALIZATION OF PLANNING IN PORTUGAL: POLICIES, MEASURES AND INSTRUMENTS

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This papers aims to present an analysis of the evolution of planning process in Portugal. At the beginning territory had seldom been taken into account. Today even sectorial policies depend imminently on the territory. Therefore it is not possible to speak about agricultural activities without considering the planning of rural areas. Policies involving industry are usually related to the promotion of relocation movements to regions facing development needs. The purpose of actions related to commerce and service is to bring a stimulus to the revival of urban centres. Territorial diversity is considered as one of the major powers in the planning of tourism, as it is a strategical point in the drawing of policies on the sector.

The territorial development assumes a "strategy of integrated and multi-sector action" - and to promote the development of territories, territorialisation of sector policies is not enough. The efficacy of policies will depend from the way they will be co-ordinated and integrated in a territorial base rather than from the measures and instruments. The basic elements of intervention are the operative programmes for specific areas that will allow an integrated management of policies, measures and instruments. The success will depend on the institutional mobilisation ability and on the organisation capacity of co-ordinating interventions in a territorial base.

Project POCTI/GEO/52/96 (with the support ERDF): Services and development: what opportunities for rural areas?

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CONTEXTUALISING CONSULTATION: PROFESSIONAL CONSTRUCTIONS OF ETHNICITY IN THE BRITISH PLANNING SYSTEM

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Targeted consultation of ethnic minority groups has been promoted as a tool to address systemic racial disadvantage within society. Within planning there has been an emphasis upon identifying ethnic minority communities within the context of having differing policy needs within the development planning process. The paper draws upon ongoing case study fieldwork investigating how individual and organisational constructions of ethnicity acts to shape consultation practices within local planning authorities. The development of such consultation within urban planning, it is argued, has reinforced essentialist notions of ethnicity. Although these processes have, in the main, been well meaning, and initiated by a desire to make public institutions more inclusive and responsive to the needs of the communities they serve, it can be argued that they have reinforced stereotypical perceptions of ethnic minority groups. In so doing these processes have, in some respects, continued to address the needs and interests of ethnic minority people in a rather superficial manner. The dominant paradigm of ethnicity within the British planning system may preclude the evolution of a British identity to accept British ethnic minority people, and so may misrepresent their interests in planning policy and decision making. The paper suggests that if authorities concentrate only on issues of difference, most commonly, language, religion and culture, they fail to engage with a significant number of the ethnic minority population, most notably self defined British Black and Asian communities.

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PLANNING AND POLICY EDUCATION IN THE U.S. HISTORICAL ROOTS AND CONTEMPORARY APPROACHES

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In the U.S. there are nearly the same number of planning programs accredited by the Planning Accreditation Board (PAB) and members of the Association of Public Policy and Management (APPAM) (66 and 65 respectively). While many colleges and universities have one type of program or the other, 28 schools have both an accredited planning program and a unit that is an APPAM member. In 6 schools, the identical entity is both PAB-accredited and an APPAM member.

This paper will compare the historical roots of the two professional orientations. When did planning and policy studies each surface and in response to what kinds of issues? What were their historical orientations and what are the contemporary foci? Based on preliminary research into these questions, my understanding is that, while the two fields originated several decades apart, and that their original orientations differed substantially, many of the sub-fields of public policy and planning are now closely connected. Students in both types of programs often study similar kinds of material and graduates work in similar professional settings. Is there still a logical basis for the two fields to be separate? To what extent would students achieve a fuller educational experience if planning education and policy studies were more explicitly interconnected?

This paper will report on interviews with key individuals at the 6 entities that hold both the PAB accreditation and APPAM membership. What are the origins of the two orientations at each school? Why did they decide to explicitly embrace both planning and policy studies? What have been the results of this merged agenda? In addition the paper will report on interviews with a sub-sample from the group 28 schools that have both PAB-accredited programs and APPAM members (but where these units are separate) and interview one individual from the planning program and one from the policy program. Have these schools considered or attempted to merge the two units? What have been the results? And, finally, what insights can this study provide schools that promote both planning and policy studies, whether or not they may be contemplating a merger?

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PLANNING, VALUES AND PROFESSIONALISM

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The development of the intellectual basis for the planning activity has been a slow and problematic process. However, it is arguable that with the erosion of the welfare state and the embracing of neo-liberal agendas by governments across the globe such a task has never been more urgent. Moreover, it is not as though there has been any diminution in the importance of place in people's lives or the significance of the problems confronting villages and cities, local communities and entire regions. It is in the light of this context that this paper seeks to build on existing intellectual understanding to argue that future developments in planning thought must take questions of ethical value as their starting point. This thesis is explored in relation to the changing nature of professional identities and the implications this has for planning. The paper is essentially divided into two parts. The first section explores the nature of the planning activity. It is argued that planning is an activity centrally concerned with making ethical judgments about better and worse, with and for others, in just institutions; that is to say about questions of value. The second part of the paper then goes on to examine the implications such a conceptualisation has for the notion of professionalism in planning.

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COPING WITH CHANGE, UNCERTAINTY AND A GROWING COMPLEXITY OF OUR SOCIAL AND PHYSICAL ENVIRONMENT

Adaptive responses and new concepts to tackle difficulties in the physical planning of the Netherlands

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There is a growing awareness among planners about complexity and change of the world around us. We are recognising the difficulties we have to control our environment and to shape it according to our wishes. Urban sprawl and traffic congestion are among the most obvious of the seemingly unsolvable difficulties we face today. We are using concepts such as the 'compact city' to express a desired spatial construction, and while seeking for quality we are revering to the 'sustainability' doctrine. Both the compact city and sustainability are examples of notions that seem to grasp intentions in planning rather well, however I will explain in my contribution that reality in its complexity - again - fools us. The confidence both notions seem to represent is nothing but outward appearance.

Accepting the complexity of the outside world is a reality no doubt will result in new approaches in planning all over the world. By focussing on the Netherlands indeed new developments can be seen in anticipation to the complexity of objects in planning. Some of the more prominent examples will be discussed here. One example is the resent growth in popularity of area specific policy as a response to nation wide, top-down policy making. Another example we will look at is the rise of a 'new' kind of comprehensive planning approach in the Netherlands, as a response to years of specialisation within the various policy sectors. Both examples should contribute to a better understanding of how to cope with dynamics, complexity and, following naturally from this line of reasoning, uncertainty through planning, to contribute to progress and development.

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POST MODERN PLANS? A CASE STUDY OF RENEWAL IN THE NETHERLANDS

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The making of strategic spatial plans in the Netherlands has, in the last three decades has been the locus of changes in both practice and ideology. Modern planning categories such as order, continuity, guided development and planning to 'construct' a projected a new reality have moved towards post-modern counterparts of: fragmentation, dynamic discontinuity, flexible guidance and the plan as following the conditions of a given reality. This ideological change is in fact a change in style or manner of thought. The above categories are loosely based on seven axes of bias defined in cultural anthropology by W.T. Jones ('The Romantic Syndrome' 1961), for the analysis of styles of thought. Such change in ideological bias can be traced in planning practice. The example chosen is that of the Bijlmer estate near Amsterdam. At the time of its construction from 1966 to 1975 it was emblematic of CIAM inspired modernity, as interpreted after the war. Today the same area is midway in an elaborate, highly planned and in many ways post-modern process of renewal. In the course of this process most of the old buildings will be swept away, however this is not the only change. Fragmentation into projects, dynamic discontinuity, flexible guidance in the planning process are traced in this plan and seen as the emergence of a post-modern planning ideology and set of practices.

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COMPREHENSIVE PLANNING AND NATIONAL DIRECTIVES: DOES LOCAL PLANNING MATTER?

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In Norway, the Planning and Building Act (1985) requires local authorities to make a municipal plan. This plan is supposed to make up the core of the local comprehensive planning. The national planning requirements to the municipal plan are ambitious: the planning ought to co-ordinate territorial and sector planning. The purpose in this proposal for a paper is to present how the plans are implemented in the local authorities, how they are used in decision-making and why these plans are implemented and used the way they are. The analysis is based on three case studies and a nation-wide questionnaire survey sent to mayors and the chief administrative officers.

The principal conclusion is that local authorities do make municipal plans, but the plans are little used. The decisions-makers evaluate this planning to be of less importance. The survey indicates that the local setting and the local framing of the planning have little explanatory power related to the use of the planning.

The difference between the municipal plans in terms of organization of the planning process and the contents of planning are also limited. It is surprising that this planning seems to be so standardized. Local decision-makers point out that central state guidelines and directives are more important than local initiatives and priorities in this planning. But why does comprehensive planning in the local authority fail? The explanation will focus on the tension between the comprehensive planning directive from a fragmented state and the role of local authorities, the role of professional planners to push forward and maintain a planning directive and the rhetoric of planning in public policy.

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HANNAH ARENDT AND THE PLANNING THEORY / PRACTICE DIVIDE

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This paper will explore the work of Arendt and its implications for addressing issues of perceived division between planning theory and the actuality of particular practice. The paper will first review the planning related literature pertaining to this separation. It will then consider the issue from the perspective of the Habermasian/ post-structural debate as it relates to communicative planning theory and action. The paper will suggest that aspects of Arendt's work not explicitly addressed, or perhaps misinterpreted, by Habermas provide insight for understanding and potentially resolving this long standing academic planning debate. These include the contradicting inter-relationship between sovereignty, freedom and plurality; Plato's substitution of instrumental making *(poiesis)* for doing *(praxis)*, and Arendt's perception of action as virtuous performance co-dependent on *fortuna* - luck, contingency, opportunity which this author suggests shapes the contextual arena for successful planning, a planning that is other than simply the maintenance of the status quo.

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BALANCED SCORECARD IN MUNICIPAL ECONOMY PLANNING IN NORWAY

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On average a typical Norwegian municipality has between 30-50 different planning documents. These are first and foremost plans dealing with municipal services. The main planning documents, however, are the municipal plan (a comprehensive long-term plan for the municipality both as a community and an organization including a land use-plan, and with a minimum twelve-year perspective) and the economy plan (a long-term financial plan for the municipal organization with a four-year perspective). The municipal plan embraces the coordination of the physical, financial, social, aesthetic, and cultural development of the municipality and is intended to be the overall planning document that set out the framework or guidelines for all the more short-term plans, included the economy plan. Most evaluation work tells us that the main steering document, both for the administrator and the politicians are the economy plan included the annual budget. This paper will focus on methodological aspects by this economy plan production: Most municipalities have been inspired by the method "planning by objectives" in their planning, especially the economy planning process. It is an overall opinion that this method does not include all aspects of the activity in the municipalities, not at least the more qualitative and political aspects. Many municipalities are now implementing a more broader and richer planning approach named "balanced scorecard" (Kaplan and Norton 2001) which in addition to economy focuses on the customers, internal processes in the municipality and the situation for the employees. We intend to look closer to how this balanced scorecard method is functioning in a Norwegian municipality Lillehammer: What are the experiences? What are the opinions about using "balanced scorecard" in an economy plan process? How can we theoretically understand this planning practice? The theoretical part of the paper is mainly based on different works from the three Scandinavian researchers Jose Ramirez, Audun Offerdal and Roland Furst, and Stanley M. Stein and Thomas L. Harper from Canada.

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CULTURES IN CONTEST: HABITUS AND AGONISM IN PLANNING DECISION-MAKING

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The reality of planning often disappoints. In its operation and outcomes, planning practice fails to live up to its theoretical promise. Into an ideal thought-world of planning policy- and decision-making come political realities. The real is relational. Since social 'reality' is an ensemble of often invisible relations through which people's everyday lives are conducted, thinking relationally permits exploration of the interplays between the diverse networks of social, economic, cultural and political relations which contextualise planning practice.

I examine how Bourdieu's concept of the habitus offers a path linking structure and agency, being both shaped by a wider structuring forces and shaping the experiences, interests and actions of actors. Understanding actors' habitus can help us understand and anticipate their behaviours. Understanding habitus can also help us recognise when and why consensus cannot be reached and conflict prevails. In this paper I suggest an alternative to Habermasian rational consensus. I introduce the possibility of persistence of conflict, inequality, difference, non-reciprocity and domination. I discuss Mouffe's conception of agonism. In so doing I return to Arendt's agonistic public sphere and trace Mouffe's thinking back to its Lacanian roots.

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THE IMPACT OF COLLABORATION ON POLICY INSTITUTIONS

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This paper will make the case that collaborative planning and policy making, under appropriate conditions, produces fundamental institutional change. The argument is built on the research and practice of the authors in a range of innovative collaborative policy making efforts in California. In particular it makes use of and further develops the authors= framework for evaluating consensus building (Innes and Booher "Consensus Building and Complex Adaptive Systems" *Journal of the American Planning Association*, 65, 4, 412-423, 1999), which contends that collaborative policy making must be assessed in terms of its ability to build an intelligent, sustainable policy system and to assure the adaptiveness and innovative capacity of that system over time. One of the principal consequences of a successful collaborative process is therefore the building of institutional capacity and the creation of new institutional forms and practices. The authors will make this argument based upon dozens of collaborative policy projects which they have studied or been directly involved in. These include several statewide and regional water policy projects which have turned California=s long-time water wars into little more than skirmishes. They also include 16 nongovernmental collaborations among powerful stakeholders and civic leaders designed to improve the economic, social and environmental sustainability of most of the regions across the state. A 5-year study of the Bay Area=s Metropolitan Transportation Commission showed the obstacles to and opportunities for institutional change. Finally CCPDR which has become an integral part of the policy making process at the state level as it process design and facilitation skills are sought out by political officials to address complex and controversial policy questions with key stakeholders. The authors are conducting an assessment of the institutional change produced by this CCPDR. Each of these projects is, we believe, making an impact and changing the way public business is done.

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PLANNING EXPERIENCES OF IZMIR IN BETWEEN 1950-1980: ANALYSIS OF THE PLANS IN TERMS OF THEORY AND IMPLEMENTATION

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In an 'age of knowledge society' there is an increasing tendency towards attempts to interrelate knowledge to action. As for planning the interaction between knowledge and action, in other words theory and practice has always been important. However this does not mean that planning theory always guides the practice and planning practice is always successful to shape the physical environment. Within this paper the plans for the city of Izmir, during 1950-1980 period are evaluated in terms of theory-practice-urban physical structure interaction. This paper examines the role of planning practices on urban physical structure and the role of planning theory on these practices. 1950 and 1980 are the two important turning points in the history of the country regarding to major political, economic, demographic, social and institutional changes, as one is the success of a liberal party for the first time in 1950 elections, and the other is the 1980 military take-over. During this period the city lived four planning experiences. For the first one, an international competition was held in 1951 and the plan prepared by K.A. Aru took the first prize and put into implementation. The second one prepared by Bodmer in 1960s, was rather a proposal to guide the development of the city. The third one was the most comprehensive one prepared by a large group of experts in Izmir Metropolitan Area Planning Office in 1972 and the last one prepared by the same office in 1978 was the revision of the 1972 Metropolitan Plan. These four experiences that had different impacts on urban structure of the city were executed through different planning processes. This study summarizes these processes. This paper is based on the researches that I made during preparation of my PhD thesis (Analysis of the Interaction between Theory and Practice in Urban Planning: Understanding Izmir Experience) which I am about to complete.

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HOW CAN A CLASSIC TEXT HELP US TO READ THE MODERN CITY?

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This paper examines Engels' classic text *The Condition of the Working Classes in England,* asking can it help us to read and understand cities in the early 21st century? It examines his reading of Manchester in the 1840s; his purposes, methods of investigation and literary style. There are many senses in which Engels manages to read the city some are obvious but others lie at a deeper level in the text, or outside the text. To know a text or a city is to do more than read it. One must know it to be able to read it. As Engels says those *who know* Manchester are able to read it. The book is a great achievement, but its flaws will not go unnoticed. Engels is able to enlighten, shock and obscure all at the same time. His reading of the city brought together a range of insights into the nature and workings of the city which, this paper argues, still have relevance today. With this in mind the paper further examines Engels' assumptions, research methods, literary style and prejudices. The paper goes on to examine two recent reports into the city; the Scarman Report and the Roger's Report in the light of Engels' study of Manchester. The paper concludes with a discussion of how these three works, in differing and similar ways, inform our understandings of the city. From these understandings the paper ends on by asking what makes cities attractive places to live, work and play?

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THREE-DIMENSIONAL DECISION MAKING: INTERPERSONAL AND TEXTUAL MEANINGS IN COMMITTEE DISCOURSE.

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Most planning practice and theory has tended to focus on the resolution of substantive land use issues or disputes, whether through 'objective' or 'communicative' processes, or a combination of both. My paper will take a slightly different approach, by examining the collaboration between 'bureaucrats' and 'community stakeholders' as an encounter not only between different substantive values, but also between different *cultural practices*. I do this by analysing the discourse of a collaborative planning committee according to Michael Halliday's three-dimensional model of language as a social semiotic - that is, as a system for building three types of meaning simultaneously: ideational, interpersonal and textual. Only the ideational, or substantive, dimension is usually preserved once spoken discourse is translated into writing. Focussing on the actual spoken discourse between committee members can therefore give us a richer understanding of their relationships and practices. In this paper I explore the interpersonal and textual meanings underlying some of the committee's recorded decisions, and suggest that differing views about how to achieve change seem to be a more important source of conflict in this case than the very real disputes between participants over *what* that change should be. This may help to explain why, after two years of participatory planning, the word "bureaucrat" is still the ultimate insult among sections of this regional Australian town's community.

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RATIONALITY CONCEPTS IN PLANNING THEORY SINCE WW II

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An analysis of the historical development of planning theory since the WW II will be offered. The analysis is made in terms of rationality concepts and dichotomies between idealism and realism, political and technical activity, and knowledge and power. Four main concepts of rationality are identified: comprehensive rationality, bounded rationality, communicative rationality and construed rationality. The concepts emerged in planning theory in the order listed here, each as a critique and reflection to the shortcomings of its successor. Bounded rationality was introduced by Simon as a reflection to the idealistic character of comprehensive rationality, offering a relief to the planner struggling with limited cognitive capacities, resources and time. The concept of communicative rationality, in turn, was introduced by Habermas and his followers as a critique to the depoliticized view of planning held in planning theories based on both comprehensive and bounded rationality. At the same time, idealism was re-introduced to planning theory. The Foucauldian critics attacked the concept of communicative rationality for this aspect and, further, for its view of power as an abstract medium, an outer force which distorts communicative rationality. In this context, the concept of construed rationality represents the reaction of Foucauldian planning theorists, such as Flyvbjerg, who seek to demonstrate that rationality in planning is a construct of the discursive strategies of the dominating elites. While their argument provides a realistic account of planning practices and shows convincingly the character of power as a constitutive factor of planning settings, it fails to offer new directions for normative planning theory aiming to improve social and environmental conditions. By focusing on rationality merely as a discursively created appearance of planning activity, it abandons the normative character of planning theory, which stems from the goal of higher rationality. Is this the end of normative planning theory? Are there any signs of a new potential rationality concept that could revitalize it?

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BEYOND THE CRITICISM ON PARTICIPATORY PLANNING

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Participatory planning is on the rise, both in the academic debate and in practice. The increasing attention for and experiments with more democratic forms of planning has gone hand in hand with a rise in the criticism on the approach and its theoretical underpinnings. Some critics have even gone so far as to dismiss the quest for truly participative modes of planning as a utopian project.

The goal of the paper is to analyze and respond to the growing critique. The paper will address several core issues that can be discerned. The first issue that will be reviewed concerns the uneasy relationship between the goal of inclusion and the need for workable planning procedures. The second topic that will be discussed relates to the tension between the widespread notion of strategic behavior and the need to engage in truly communicative processes. A third issue focuses on the demands that participatory practices put on the 'ordinary citizen' and the social dilemma that results from this.

The paper aims to explore the nature of these tensions and dilemmas and provide tentative answers in both practical and theoretical terms.

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THE PLANNING PROCESS AS AN EXERCISE IN THE CONSTRUCTION OF A SHARED INSTITUTIONAL NARRATIVE ABOUT AND FOR DELIVERY

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When the first democratically elected government came to power in South Africa in 1994 it committed itself to an ambitious program of reconstruction and development that promised to transform the lives of millions of deprived South Africans. In the eight years that have passed since then the government has produced a legal and policy framework that has enabled the preparation of a wide range of development plans and policies in both the local and the provincial spheres of government. In all of these plans and policies a consultative process was prescribed and followed, not only to ensure that real needs were expressed and responded to, but also to deepen the new democracy. Despite the good intentions of the politicians, the wide range of plans and policies and plans produced and the participative processes that were followed in their production, the levels of implementation and delivery of these plans and policies has been disappointing. In this paper an alternative approach to the current planning process is proposed and its practical application tested and discussed in two South African case studies. The alternative approach argues that the process of planning should be seen as more than a participative exercise in matching ends and means and/or "making sense together". Instead, it argues, it should be viewed as a creative exercise of jointly producing a shared institutional narrative/story about and for the desired delivery. What this entails is that all the relevant actors in the various spheres of government, the private sector and the affected communities come together to jointly write an institutionalised script that will cast all the actors in the story and give each actor a role to play in ensuring that the story of delivery unfolds as agreed upon. The value of this narrative approach is that it is simple to understand, that it gives each actor a distinct responsibility and can assist in the building and maintenance of networks. The paper has three parts, viz. (1) an exposition of the problem and the "theory" of the proposed alternative, (2) a discussion of the two case studies and (3) an exposition of the way in which the proposed alternative fared in practice (i.e. the two case studies). While the paper has a distinct South African focus it is argued that the alternative could be of use in other countries in which the legal and policy framework would enable such an approach to planning.

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OFFICE CONSTRUCTION IN INDUSTRIALISING AMSTERDAM (1945-1978)

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In the period after the Second World War both the national and the local state pursued the strategy to make Amsterdam an industrial city. When in the 1960s industrial development started to stagnate and, additionally, the service sector began to abandon the historic inner city, capital and government were alarmed and the momentum for further development of the financial sector and associated office planning rose. At the same time, both re-territorialisation tendencies in the markets for office provision and a political shift to the left in city council shook up the long lasting development regime of government and capital, which showed the first small signs of disintegration. It is this process of coalition disintegration (and subsequent reintegration) that will be explored in this paper, making use of the regulation approach to urban development, with its particular view on the relationship between the state, society, the market and the individual.

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ANATOMY OF A LOCAL MILIEU: NETWORKS AND LOCAL RELATIONS AS THE MEANS TO GROWTH AND DEVELOPMENT

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Informed by the contrast between the dynamism and success of some regional and urban environments such as Silicon Valley, Seattle, Boston, etc., and the failures, difficulty, or slow pace of other environments to adjust or to develop, a new way of thinking and practicing development and planning is starting to emerge. This new thinking emphasizes the local/regional relational context and the ability of a local or regional environment to create, nurture, and sustain the following conditions that characterize dynamic places such as Silicon Valley:

- existence of a local milieu/environment that is supportive and involved in the creation, expansion, and sustainability of specific production, organizational, and support networks, and their intra- and inter-network linkages; and
- Existence of a dense relational context of cooperative, advisory, and supportive relations between:
  - Companies of specific industries;
  - Companies and their milieu; and
  - Milieu organizations;

In this context, this paper, reports on the results of a study, that examined the Pittsburgh economic region as to the existence of these conditions as these relate to the region's ability to develop, sustain, and expand its software industry.

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JAQUELINE TYRWHITT, AND THE GLOCALIZATION OF PLANNING AS UTOPIAN REALISM

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The paper aims to open a new vista onto the historical and theoretical landscapes in which to situate the discourse on participatory planning. The paper derives from my dissertation: "East-West: Interactions Between the US and Japan and Their Effects on Community Development" which sheds light on the creative East-West dialogue as a generative force in the rise of modernity and the emergence of a what theorists such as Giddens and Falk refer to as "postmodern global civic culture", characterised by cross-sectoral collaboration to promote sustainable change, organised through networks bound by a shared vision of a healthy community. Arguably, this global civic culture represents the culmination of a process of syncretization of a set of utopian social ideas with deep roots in both the West and Asia: an image of the ideal, decentralised community, based on cooperation and in harmony with nature. The Western version of this image of utopia originated in the fifth century Athens, as an archetype referred to herein as "the Athena concept". This civic idea was submerged with the rise of Christianity, but later reappeared with Renaissance humanism, and was carried by the Puritans to the New World, where she flourished in the nineteenth century in communitarianism and inspired many of the utopian visions of the early planning movement. The Athena concept became particularly deeply rooted in and around Boston. A parallel set of ideas evolved in China, based on Confucianism and Taoist beliefs, which became incorporated in Zen Buddhism. The Zen social-aesthetic ideal flourished in Japan, gradually becoming part of an urban popular culture, deeply rooted in Edo (later Tokyo-Yokohama). The paper traces the evolution of these ideas of planning and community from similar historical origins in the US and Japan, along separate paths that become increasingly interconnected with the rise of a global system. Since the mid-nineteenth century there has been intensive interchange among American and Japanese artists, architects, planners, scholars and others, particularly between Boston and Tokyo-Yokohama.

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THE RAWLSIAN POLITICAL LIBERAL BASIS OF DIALOGICAL/COMMUNICATIVE PLANNING

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We have argued that the best hope for contemporary planning lies in a broadened re-interpretation of Communicative Planning, which we call Dialogical Planning.
In addition to the communicatively rational and practical action orientation of Communicative Planning, we have argued that this approach should also be *liberal* in its normative presuppositions (1995a), *pragmatic* in its philosophical orientation (1994;1996), critical in its view of actual institutions (1995b), and *incremental* in its justification. Such an approach can take seriously legitimate criticisms of communicative theory and practise, and can incorporate the concerns of Foucauldian and other critics of Communicative Planning.

The "political liberal" basis for our approach, is drawn from the work of contemporary philosopher John Rawls. His normative ethical theory is an unusually comprehensive one; it offers both a procedure for arriving at the ethical principles which should govern a society, and the substantive principles of justice which (he argues) would arise out of such a procedure, and which best embody the moral ideals of liberty and equality for constitutional liberal democracy, giving fair terms of social cooperation between free and equal persons. His political liberalism is well-suited to our Pragmatic emphasis in that it offers an objective justification for public planning which (1) does not require foundationalism, and (2) fits a liberal democratic context (ie is based on the liberal values widely shared by western democracies).

Since the publication of *A Theory of Justice* in 1971, Rawls' work has been criticized on numerous grounds: it is universalistic and foundational; it is rationalistic; it presupposes American values; it assumes risk-aversion (ie a maxi-min strategy) etc. Over the years, he has responded to many of his critics (Rawls1980; 1985; 1987; 1993). Recently, in 2001 these were brought together in a definitive statement of his position in *Justice as Fairness: A Restatement*. In this paper, we will critically review this latest work, and demonstrate how Rawls' substantive and procedural theoretical structure applies to the theory and the practice of public planning.

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URBAN VILLAGES: CONSTRUCTING SPACES OF LOCALITY AND PROXIMITY

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This paper will explore the concept of the urban village and the implementation of this concept through tracing the building of a specific urban village in the UK. The urban village concept draws on ideas of proximity and locality to argue that facilities and services should be located near to each other to create vibrant, sustainable and, to an extent, self-contained places. This paper will draw on a case study of an urban village in east London to assess how this site was developed and evaluate how residents of this urban village use this place and the local area. Analysis, drawing on actor-network theory, will trace how different actors conceive this place and construct different notions of space and locality to shape their actions. For some actors involved in the development, the site of the urban village was seen as isolated, and therefore ideal for a self-sustaining community. For other actors, including some residents, this place was conceived as part of a wider network of spaces which reduced the sense of isolation. The paper will conclude that notions of space and in particular locality and proximity are central to the urban village concept, but that it is the active construction of these spaces which determines how this concept gets implemented in practice.

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THE PLANNING PRINCIPLES OF THE ANCIENT GREEK SETTLEMENTS

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This study has been undertaken to understand the general rules, which influence ancient Greek world, and is aimed to find out how these settlements were created, developed, how they functioned, and what were the Theory of the city planning principles on the territorial basis. Mostly known as The Hippodomian planning which was formed in Ionia had the streets and the insulas equal with each other, and called as the Ionian type Hippodomian planning. The main principle of this scheme was zoning the field according to the usage of the inhabitants, like the residential zone, the civic centre and if exists the harbour zone. The zoning principles of the land differ from each other due to the landscape and the topography. In this study the landscape usage, and how they settle their cities on the landscape were examined and classified. As a result it is stated that In Western Anatolia region the regular gridal planning was established on two different kinds of landscape as the hilltop cities that can both be near the sea or away from the sea, and the plain area cities that were near the sea, and the planning theory of this two classification of Hippodamic Planning is examined with the examples of the Western Anatolia Settlements. If the hill slope was near the sea, these cities were called the coastal cities on the hill slope, and if they were not near the sea than they were called as the hill towns on the rising slope. The cities, which were settled down on a plain area, in Western Anatolia, had peninsulas formed as harbour places, so the plain area cities were called as the coastal cities on a plain landscape. On which part of the land the zones were centred, the zoning principles, and how these zones come together, how the streets communicate these zones and how the city-buildings settle down on these zoned grids are put into light. In order to define the entire findings that were mentioned above more identifiably and properly, examples for each every type of city planning were chosen. Miletos was examined as the example of the coastal town on a plain landscape. Priene was examined as the example of the hill town on a hill slope.

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CONTROVERSIAL POLICIES IN PLANNING. DISCOURSE DISAGREEMENT AND TENSION BETWEEN THEORIES

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The reflection that was made for a phd thesis is developed around the concept of "controversial policies". These are defined in situations in which not only the agreement among the actors about the actions to take is not given, but also a univocal representation of the problem by the theories at disposal is missing.

Three case studies built on some planning stories that take place in the American west coast, represent the starting point of the reflection: the 710 freeway in Los Angeles, the Bart to Sfo Airport in San Francisco, the Embarcadero freeway.

At a first view the controversial policies are made evident by a particular kind of argumentation that characterizes the relations between the actors of the cases, and is identified as "argumentation of the discourse and of the disagreement". Then, starting from the hypothesis that the discourses are always referable to theories, the disagreement in the discourses is considered as an evidence of the tensions and contradictions in theories.The reflection brings to discover that some tensions that are well-known in planning theory are but display of more general tensions in theories; often find their foundation in the real discourses of actors; and have their roots in the ancient dualisms of the western thought. The philosophy of pragmatism declaring its "antidualistic" position, has specifically addressed some typical dualisms in planning, such as the dualism between data and experience, between analysis and synthesis, between reason and power, reason and passion, reason and ethics.

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THE EMERGENCE AND POLITICAL ACCEPTANCE OF PLANNING CONCEPTS IN DUTCH NATIONAL SPATIAL POLICY

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This paper is about spatial concepts, actors and Dutch national spatial policy. It is inspired by the observation that Dutch national spatial planning shows shifting conceptualisations about its territory over time. Continuously, new or adjusted ideas and concepts emerge in the planning debate. However, not all concepts that turn up in this debate are included in new spatial policy in the end. Being intensively debated for some years, some concepts do not receive political acceptance, while others suddenly appear "out of the blue" in policy documents. This paper examines how these shifting conceptualisations and their political acceptance can be understood: why do some of these conceptualisations reach political acceptance whilst others fail? In order to answer this question, this study examines the development of new spatial concepts and the actors that mould and use these ideas. Two case studies, the concepts of mainport and western wing, will be used as an illustration.

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THE "INFRASTRUCTURE APPROACH" AND THE ATTEMPT TO RESHAPE THE DUTCH PLANNING SYSTEM

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The Dutch physical planning system seems to be at a turning point. Recently the Government proposed a new institutional framework for the planning system. At first sight the intention to change the spatial planning system may appear to be a clear example of policy improvements as a result of a learning process. However, the main lines of the proposal blatantly deviate from the insights into planning, balanced decision-making and "governance" that emerged during the past decade. This will be illustrated and explained from three perspectives. First: the growing need of changing the system was put forward several times by one of the main advisory Councils of the Government (WRR) and this development of ideas is described. Second: as the WRR observed a dominant "infrastructure approach" in planning, the example of infrastructure planning is used to illustrate this development of ideas and they will be confronted with the experiences in two major national infrastructure projects. As a third line, the deviations between the empirical evidence, the analysis and the advise to the Government on the one hand, and the governmental proposal on the other hand, are explained referring to the Advocacy Coalition Framework theory on policy oriented learning.

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THE RESURGENCE OF STRATEGIC PLANNING: REVIVING APPROPRIATE METHODS

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Three 'waves of enthusiasm' for Planning can be identified in the UK since the Second World War: from 1947; from the mid 1960s to 1979; and currently from 1990 to date. This latter wave is likely to be refined and reinforced by current UK Governmental initiatives (DTLR, 2001; NAW, 2002), which could again bring in effective Strategic and (Sub) Regional Planning. Enormous advances in Strategic Planning Methodology were made during the second of these waves, following the PAG report in 1965 (Delafons, 1998), which introduced two different complementary kinds of plan: the Structure Plan (Strategic Policy) and Local Plan (locally specific implementation). Many of these advances reflected a mutually beneficial synergy between Operational Research (OR) and Planning theory and practice (Yewlett, 2001). However, these methods largely fell into disuse in British land-use planning, during the 'hiatus' in Strategic Planning between the second and current waves. Nevertheless, the methods involved continued to be applied, developed and improved in other fields and other countries (Rosenhead and Mingers, 2001). It is important that Planners are aware of this history, to avoid 're-inventing the wheel'. As well as recording the relevant history, this paper will also look at the potential for developing such methods further for future Strategic Planning practice.

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TRACK 6

INFORMATION TECHNOLOGY IN PLANNING

Co-chairs:
V. Pappas - B. Dimitriou

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MAGA - COLLECTIVE "KNOWLEDGE MAPS"

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MaGA (MAppe Globali di Apprendimento - "Global Maps of Learning") is a Web-based software designed for a collective construction of "knowledge maps". The founding working hypothesis of the software is the idea that it is possible to represent a collective "knowledge" on a particular topic through a network of *concepts,* each containing definitions and references of various types.

The network thus obtained is a sort of a labyrinth, paths capable to nullify any encyclopaedic three that tries to represent it. A multitude of users are invited to enter and to actively participate in the construction of such a labyrinth, by discovering and by proposing "secret" connections, sudden crossroads and mutual dependencies the network is made of. The grounding idea is that at the basis of the definition of every single *lemma* there is not a "substitutive semiotics" where a concept corresponds to a term to be defined: rather, the former is just a limit area of a single term, beyond of which we find the activity of a multitude of users that has concurred to the construction of that particular local knowledge. References to other terms and to external objects (bibliographies, web-biographies, etc.) constitute hence a Thesaurus that one can navigated through: it allows us to leave a single concept and to start with a "hyper-textual" navigation within a "library". The exploration of possible "pathways" of reading are assigned to users, but are nevertheless suggested by a collectively constructed structure.

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THE BORDERLESS CRISIS OF THE NEW ECONOMY AND THE LIMITS OF REGIONAL ANSWERS - THE CASE OF THE IT-INDUSTRY AND THE RUHR-AREA IN GERMANY

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The type of the new economy, especially of the mobile telecommunication industries, network suppliers and internet providers has gone away. High growth rates in the US, partly induced by the 90s accumulation wave in the new economy, resulted - driven by the asset inflation since 1996 - in a fundamental worldwide over-accumulation of capital in the IT-sector. The crisis of the new economy and the implosion of the asset markets now seem to bear a deeper than a /normal/ cyclical crisis. The debts of the communication companies such as Deutsche Telekom AG, France Telecom, Vodafone, e-plus, KPN etc. account to some hundred billion Euro. It is estimated that three of six UMTS-networkers will not be able to survive in Germany. The main victims beside the workers of these companies are the Länder and the local authorities especially of North- Rhine-Westfalia, where three of the headquarters are located.

Old industrial regions in crisis like the Ruhr area or some parts of them like the city of Dortmund tried to reduce their employment problems by launching new regional clusters like the IT-sector and e-commerce, micro-systems technologies and logistics in the late 90s and the new decade. Instead of a fundamental change of macroeconomic policy more symbolic policies are activated intensively:

- top events (world football championship, appointment for the 2012 Olympic Games, Triennale) are applied;
- new expensive flagship - projects which reduce the money for the non-spectaculative expenditures (for schools, qualification activities etc.) - are launched: the Metrorapid as a new regional high speed train between Dusseldorf and Dortmund; entertainment and cultural industries investments like indoor skiing malls, philhamonic halls;
- policies "without money" take place: voluntarian appelles, privatisation of public infrastructure, more competition in the public sphere; more pressure on unemployed people.
- debates, but no decisions, are going on on functional reforms and new institutions like the Metropolitan Region Rhine-Ruhr, Ruhstadt and so on.

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BUILDING SOCIO-ENVIRONMENTAL PLANNING SCENARIOS THROUGH WEB ORIENTED MULTI-AGENT COGNITIONS

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The setting of future scenarios becomes more and more crucial for spatial planning at different levels to adequately deal with the socio-environmental crisis affecting territories and cities. The activation of stakeholders' cognitive processes, in forms of both strategic planning (future-oriented, interactive and participative) and procedural planning (elaboration of goals and mean-ends frames, evaluation and decisions, feed-back controls etc.), is at the core of that task.

The merge of expert and non expert knowledge in preparing these scenarios seems to be an indispensable condition for building a sounder basis for planning developments within complex, uncertain, and ill-structured problem-solving and problem-setting domains.In order to facilitate these cognitive processes, which have to be operated by large number of agents because of reasons of discursive democratic planning and cognitive resilience, computerized multi-agent knowledge elicitation and evolution tools can be used also via remote (web-based) interaction.

Starting from a simple cognitive architecture, these tools are evolving towards more complex multi-stage modular architectures which allow to monitor and evaluate cognitive evolutions and to provide communities and planners acting on behalf of them with powerful interpretative and communicative tools.

The paper discusses theoretical and practical aspects for a prototype of web operated multi-agent cognitive process for preparing socio-environmental "next generation" future scenarios built in the context of a planning effort promoted by the European Union to assist local communities from some South-Mediterranean countries in their environmental policies. In particular, the prototype builds on experiences which have been made in the Izmir region, Turkey, for environment-oriented coastal zone management and in the Rabat region, Morocco, for understanding and managing the impacts of global trades on local economy and the environment.

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MANAGING URBAN ENVIRONMENT WITH INTEGRATED RS/GIS SYSTEMS

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Increasing interest in the combined use of remotely sensed images and GIS based datasets for environmental application is sustained by flexibility of the integration process of actual software packages and by high spatial resolution of the new generation satellite imagery. Such technologies enlarge our ability to map land use in geometric detail and accuracy for local and national scale investigations.

Even if it is possible to distinguish spatial entities that in the past were obscured by low resolution sensors, high spatial resolution involves a general increase of internal variability within land parcels. Thus, while the information content of the imagery increases, the accuracy of results for urban areas analysis may decrease on a per-pixel basis. Automated classification techniques classify land use on the basis of the spectral distribution of pixels within an image, considered as independent units, and produce results that are "noisy" due to the high spatial frequency of identified elements or to the intrinsic spectral ambiguity of classes.

The paper investigates an automated system for classifying land use on a locale scale, integrating Remote Sensing and GIS data, with the aim of handling this data in a specific way during the classification process, in order to extract meaningful information in performing spatial analysis for urban environment management.

As a first step, the implications in using of fine spatial resolution satellite sensor imagery for land use classification and the background of the proposed methodology in an integrated RS/GIS system are considered in detail. Then, a per-field classification technique, applied to an IKONOS multispectral image of Italian territory, with spatial resolution of 4 m by utilising a digital topographic map, is proposed. Such technique should be considered as a test to validate on a local scale well established methodologies of classification applied at on over-regional scale and future researches are advisable to reduce sources of resulted misclassifications. Moreover, such types of studies allow opening of new unexplored techniques applicable on large scales by adding meaningful inputs to those multidisciplinary studies connected to decision-making and planning activities.

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A STUDY ON FOUR PHASES DEVELOPMENT PROCESS OF THE WEB-BASED ELECTRONIC GOVERNMENT

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This study addresses the development phases of electronic government. It specially focuses on the four development phases of web-based electronic government (EG), based upon the website, information communication technologies, and levels of administration information communication and citizen participation. The territory of administration will distinguish the real world and virtual one. The latter is the electronic processing sector of administration information in the backside of electronic government website. The former is the real world, which is the front-side of the EG website, where the citizens get the administration information and require the citizen appeal settlement through the electronic government website.

Following the level of web-based technology and citizen participation, this paper will develop three types of EG-Government Leading EG, Interactive EG, and Citizen Leading EG. And finally three EGs will be integrated into the Integrated EG that is a final orientation of EG. This research suggests the development directions of each type EG, which includes the citizen participation and administrative development processes using information technologies such as the web-based and information communication technologies.

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3D VISUALIZATION IN CULTURAL INFORMATIONTHE SHORT FILM "HOUSE OF HERMOGENES "

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City is a living system constantly changing through time. Digital technology defeats the up to now visualization approach. Contemporary ways of visualization appear to be dynamic, virtual, and interactive, contrary to the traditional analogue ones. In House of Ermogenes short film we can see "paradigm" (it refers to Hellenistic Priene), which is historically, architecturally and geographically verified. Its cultural and historical character is manifested through a dramatized film.

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PARTICIPATION AND ICT: DELIBERATIVE DEMOCRACY VS TELEDEMOCRACY.

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The role of ICT in the planning practices is pretty important if they help us (like planners) to transform the physical and "mental" conditions of existing world and to improve the public participation. Informatic and Telematic couldn't take place obviously, of organizations, society and community, but they are a very important part of the social, economic and democratic project. After (or at the same time), a good level of technological infrastructures it's important to project, together, technology, complex system and community. But for this purpose we need of the interdependency with democratic shapes of participation because the political dimension's is ahead the technological application. The main idea is: there is the tendency to do the *democratic processes faster* then before, with electronic referendum, tone-touch deliberation, and tele-meetings, but probably we can image new ways to do *stronger* if we can do that. For this reason, in the paper, I explore critically the deep differents of two models of the democratic orientation and public discourse, the "Deliberative Democracy" and the "Teledemocracy", very important for a urban practices' application. The exploration of theories says that we can choose but in the practices we use them together. We have to reflect on the challenge to looking for a more democratic ways to use them, and to try to combine communicative technologies and democratic practices look deeper inside the tools of planners, in a not neutral interpretation of technology. Even if the kind of relationships/interrelation (and not the number) produce democracy, we can offer our practices to orient the innovation forward a human scale development without risks of technical solutions.

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FACIAL DIAGRAMS FOR PLANNING INTELLIGENCE: A GRAPHICAL METHOD USED BY THE STRATEGIZER DECISION-AIDING SOFTWARE".

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This paper outlines our updated version of an innovative graphical technique that others have used in an attempt to succinctly summarize multi-dimensional data. It involves plotting computer-generated facial diagrams in which the size of each facial feature represents the relative size of some parameter. Our updated version results from our standardizing of these facial features more than previous attempts have, which minimizes any tendency to notice some features / parameters more than others. After outlining the history of this technique, we explain how it has been incorporated into our innovative software package for planners, known as "Strategizer". Finally, we show how the latter's facial diagrams have been used to highlight differences in planning style, very quickly and very clearly, between several sub-groups of past users of our system and between all past users taken together compared to a group of users who were from another country and culture. The insights generated by such "planning intelligence" enable us to better predict what options different groups of people will favour within any planning problem.

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BORDERSCAPES

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National governments seem to be competing against each other about spatial planning issues. This seems to frustrate the process of finding an optimal solution on a larger scale.

Belgium and the Netherlands quarrel about the Iron Rhine (railway line) and about dredging the Scheldt river, enabling access to the Port of Antwerp. The Dutch may know about arguments between the German and the Dutch government about the Meyer Werft in Papenburg that causes environmental problems in both countries. But they don't know about what's going on between Italy and Austria, or Norway and Sweden.

There are many other cases thinkable in which national borders are reflected in spatial planning. National borders affect economic programm like nucleair power plants, logistic functions, dead-end infrastructure, and informal economy. Initial analysis also shows that national borders sort out migration patterns and decentralisation in some cases. Because of this borders can be charming, monotonous or even generic, possibly inefficient on a bigger scale.
3 main questions are being tested on all 164 European borderlines:

- What are the economic and ecological damages or profits of borders?
- Is difference in planning methods visible at the border?
- Do culture, protectionism and nationalism shape a country on a large scale?

Evalutation methods include GIS, overlay mappings, influence mappings and simulation with dedicated software.

The goal of the Borderscapes project is to analyse all European border issues on a spatial planning level and to construct a map of Europe, indicating all these claims. This leading to a 'pamflet' that might start polemics on both a political level as well as a spatial planning level.

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THE ROLE OF E-GOVERNMENT AND PUBLIC PARTICIPATION IN THE PLANNING PROCESS

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The current UK Government have made a commitment to provide 100% of their services on-line by 2005 through ambitious plans to use Information Communication Technologies (ICTs) to deliver a whole range of services to citizens. In particular the UK Government have recently invested over £4m in a Planning Portal (http://www.planning.gov.uk/) which will be a general planning advisory service linking the public, business and other users of the planning system to a wide range of advice, guidance and services on planning and related topics. This paper will present on-going research (Carver et al, 2001) investigating E-government practices and public participation in the planning process. The paper will focus on the use of ICTs to provide innovative means of access to, and participation in environmental planning problems. A key feature of this is the application of Geographical Information Systems (GIS) via the Internet to communicate spatial data, issues and problem to community groups and the wider public. Current methods of involving the public in the planning process are often limited in both extent and effect and are often determined by the organisational structures within a local planning authority (Forester, 1999). On-line public consultation exercises can be used to augment traditional methods of public meetings, focus groups and consultation documents. GIS has in the past been critisised as being an elitist technology (Pickles, 1995) handing increased power to those in authority while giving the general public less of a say in the decision making process. This paper will show how web-based GIS can help to overcome some of these problems by providing access and information to data and planning problems which have previously remained within the domain of 'experts'. While there is a statutory requirement for the public to be involved in the planning process this is all too often limited to a fairly basic level of participation. This more often than not allows the public the right to know about what is happening and a right to object but there is often very little participation in the real decisions. The paper will highlight the potential and drawbacks of current E-government practices in participatory planning based on case study research by the author and provide advice on best practice.

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CONDITIONS AND FACTORS THAT INFLUENCE THE UTILISATION OF INFORMATION AND COMMUNICATION TECHNOLOGIES (ICTS) AS DEVELOPMENT TOOL IN REMOTE, INSULAR PERIPHERAL REGIONS, THE CASE STUDY OF THE NORTH AEGEAN ISLAND REGION

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The focus of this paper is to present the conditions and factors that influence the utilisation of information and communication technologies (ICTs) as development tool in remote, insular peripheral regions. These regions face strong viability problems and development issues that stem from their physical characteristics, be them small size, border location and physical discontinuity (both internal and external).

Development theories, such as the central place and growing poles or the later of industrial districts and milieux, are based on the sense of territorial continuity and they exert the role of accessibility. In addition, delivery of services (either public or private) has traditionally designed to reflect the needs of mainland regions, where the physical element (continuity of physical territory) does not consist the most significant parameter.

In insular region's reality, however, the physical element is the most important factor for the backwardness in their development. Behind the statistics, which tend to show a more rationalised picture, the situation is a kind of dramatic. Problems such as multiplication of infrastructure, difficulty to reach market due to natural cut off from the mainland, low quality of public and private service delivery are only the top of the iceberg. And all these are associated with the physical characteristics of insular regions.

Thus, development approaches for insular regions need to bear a great degree of flexibility and customisation to their needs. ICTs, as a development tool, can contribute significantly towards this direction. Castells argues that the 'ICTs can be used in the pursuit of different social and functional goals because what they offer, fundamentally, is flexibility'.

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AN EXPLORATORY APPLICATION OF GEOGRAPHICAL ANALYSIS MACHINE ON IDENTIFYING LAND-USE SPATIAL PATTERNS

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Land-use maps have long been used as mapping evidence of descriptive statements to represent cities in geographical research. Usually the land-use map is represented by area/polygon or grid features, and shaded with different colors or symbols that indicate the classification of density index, statistics or combination of them. However, this way of land-use presentation normally interpret by visualization and shows no order or system. Meanwhile, it also involves certain spatial analysis issues as well. Modifiable Areal Unit Problem (MAUP), for example, is the one, which possibly causes ecological fallacy, and can not be ignored.

This paper examines the spatial analysis method of GAM on identifying spatial clustering patterns from land-use mapping for resolutions. It consists of two discussions. Firstly, spatial analysis issues in analyzing urban land-use, lack prior knowledge of possible causal mechanisms. There is also data uncertainty in the vast low-aggregated or even individual data sets, the scale effect of MAUP, and the problem of pattern visualization. Secondary, Geographical Analysis Machine (GAM), an exploratory spatial analysis method designed by Openshaw and his co-workers to cope such issues, is applied to characterize land-use properties by their locations for insights of geographical phenomena, particularly in the case of high resolution land-use data sets.

This is an empirical study carried out within a study area in Kaohsiung City, using 1992 Taiwan Area National Land Use Survey data to address the aforementioned issues. The database was based on land-parcel unit of cadastre maps. That provides a fine scale of land use map describing almost the real locations in which urban activities take places. In the empirical study, GAM is set out to identify retail-service land use localized patterns within the study area with focus on how its parameters affect the resulting patterns with this new suggestion their possible geographical meaning of the resulting patterns.

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THE USEFULNESS OF ROUTINE PLANNING - HOW THE NEW INFORMATION AND COMMUNICATION TECHNOLOGY CAN AFFECT COMMUNICATIVE AND DECISION-MAKING RATIONALITIES IN SPATIAL PLANNING.

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Many hope that the new Information and Communication Technology (ICT) will improve the processes and results of urban planning. Some fear that ICT instead will increase the dominance of technical and economic information in planning at the expense of other, less easily articulated values. In this paper these issues are discussed in terms of how different types of rationality are affected by the new technology. *Communicative rationality* is interpreted as focusing on the way goals and action alternatives are developed in broad processes of participation and consensus building. *Decision-making rationality* is understood as stressing the need to evaluate the consequences of planning alternatives in a comprehensive, objective and transparent way. Four ideal types of planning are identified with the help of these two rationality concepts: *routine planning, expert planning, participative planning* and *strategic planning*. The possible consequences of ICT for each one are briefly outlined. It is argued that ICT may improve the efficiency of routine planning, and thereby make resources available for strategic planning, defined as strong on both communicative and decision-making rationality.

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THE CONCEPT OF TIME AND SCALE IN VIRTUAL CARTOGRAPHY

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The evolution of technology has placed cartography in a dialog on questions concerning the new abilities, the form and its prospective. The cartographic presentation in three dimensions has as basic feature: the simulation with the "natural" ability of understanding the space.

One of the problems that arose in virtual environments refers to the use of scale in relation to the analysis and the study of space. This relation of geographic analysis and cartographic tools is strictly defined in traditional cartography, but in the virtual cartographic environment the rules of optical understanding and measuring of the space are defined by an arbitrary free moving of the sight, that prescribes the natural vision and therefore the perception of the specific space.

In close relation with the cartographic motion is the cartographic visualization of the time and the relevant techniques: splitting of time, creation of motion frames, timing, rapidity, motion pattern, etc.

The specific work describes, through specific examples that focus mainly on urban areas, methodological and technical approaches concerning the concept of time and scale problems in virtual cartography.

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"REFORMING STATE TAX ADMINISTRATION IN THE 1990S: TECHNOLOGICAL AND ORGANIZATIONAL CHANGE LEADING TO INSTITUTIONAL INNOVATION IN BRAZIL."

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This paper looks at the roles that restructuring and computerization are playing in changing public bureaucracies' performance. Particularly in Brazil, local governments have used computerization as a means of rationalizing and increasing public sector's efficiency and effectiveness. For example, all 27 State Taxation Offices have successfully undergone extensive reform. In these offices, computerization has led to faster and more accurate information, which, in turn, has led to greater accountability, transparency, and tax compliance. These technological changes have affected the organizational structure, the professionalization of workers, and the institutional arrangements between public and private realms. However, technological change taken alone cannot account for these reforms' success of these. Equally important have been the changes in the relationship between the private and public sectors (e.g. tax collectors and businesses' associations). The study of six states reveals the existence of core strategies affecting procedures, public officials, and the relationship between public and private organizations. Finally, I compare the Brazilian experience with similar in Latin American and Caribbean countries and draw some lessons to the use of technology in the public sector in development countries.

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REDUCTION OF TRAFIC TRANSPORTATION AND AIR POLUTION IN MEGALOPOLISES BY HELP OF "IT" - CASESTUDY OF TEHRAN

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Today the great impact of advance technology in all fields of human life, and its organizing role in solving some of our problems is quite clear to us. In this regard, using information Technology (IT), and it's branches, like internet, can play an effective role in overcoming some of the problems as Traffic and Air - pollution .

Tehran as one of the greatest chaotic cities of the world is also suffering from such problems. it's heavy Traffics, as one of the most important reasons of our air pollution, sound pollution, large rates of accidents, the possible deaths, time waists, etc ,is on top of the list.

On the other hand by dividing the inter-city travels (where we use our cars for daily matters) we will come to understand that a large number of professional, as well as educational , recreative trips and specially the trips that one makes in order to buy or sell things , are mostly just done to obtain or give some information, so logically by providing "IT" facilities in the above mentioned areas we can not only reduce trips, but also save time.

Internet, as the most basic device in the recent age, having advantages of easy acsses to all, with a high speed, can play an important role in this regard .

By making internet education, knowledge, and it's usage epidemic among our people, also by encouraging the big organizations and service providing centers to interchange information via internet, lost of our efforts like buying, recreations, researches, etc, which are the reasons for the inter-city trips can be omitted and just done with the use of our personal computer (PC) or a computer centre near to our house.

In this paper we aimed at analyzing the effect of the information Technology (internet) on Tehran traffic problems. This could be achived by keeping in mind the cultural and economical level of our society and the possibilities of using this technology in reducing the transportation problems and air pollution of the city. A plan for neighbourhood internet centre shall be also proposed all over the city.

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WEB ACCESS TO CENSUS INTERACTION DATA SETS

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A new Census Data Support Unit was created in 2001 in the UK. The *Census Interaction Data Service (CIDS)* is a facility that allows researchers to access, extract and download counts of (i) migration flows between areas of usual residence during the 12 months before the Census; and (ii) journey-to-work flows between usual residence and workplace areas. Both these large data sets, that are of considerable interest to planners, have previously been under-used due to their complexity and the lack of user-friendly software with which to make access relatively straightforward.
In this paper, we explain the structure and functions of a *Web-based Interface for Census Interaction Data (WICID)*, a software system that has been developed to enable users to construct queries to extract the subsets of data that they require. The relationship between the system's software components (Apache, PHP, PostgreSQL and HTML) will be outlined. Underpinning the system is a metadata framework that has been designed in a flexible way so that the sets of Origin-Destination Statistics produced from the 2001 Census can be incorporated when they become available (hopefully in 2003). Currently the system allows registered users to extract from the 1991 Special Migration Statistics (SMS Sets 1 and 2) and the 1991 Special Workplace Statistics (SWS Set C), as well as data from SMS tables that have been adjusted by researchers to allow for suppression and under-enumeration.

The paper will illustrate certain characteristics of WICID, including the steps required to build queries, to extract popular data sets from a library and to design the format for data download. Various alternative methods of selecting geographical areas and census variables are available in the current version of the software and one particularly useful feature enables users to construct queries that involve flows between origins and destinations at different spatial scales, i.e. to generate migration flows into wards in one metropolitan district, for example, from surrounding local authority districts, from counties in the same region, from other regions and from origins overseas. A number of examples will be used to demonstrate the process of query construction and data extraction and to illustrate the value of the interaction data sets in revealing geographical phenomena at different spatial scales.

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TRACK 7

PLANNING FOR TOURISM AND RECREATION

Co-chairs:
P. Loukissas - A. Da Rosa Pires

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'MAPPING' CAPITAL ON KALYMNOS ISLAND, GREECE

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In this paper, Actor Network Theory is used in order to examine planning policy, natural and human resources and agency (see Callon, 1998; Law & Hassard, 1999; Selman, 2000). This is then linked to work in economic development that has explored *inter alia* notions of Social and Environmental Capital (Fine, 2001; Bourdieu, 1984; Putman, 1993; Woolcock, 1998). We point out that these two bodies of work can usefully be combined to unpack the relations and ties between actors across time and space (Granovetter, 1985; Murdock, 1997). Furthermore, combining aspects of ANT and Capital literature can have important implications for understanding linkages, divisions and ruptures across scales, spaces, communities and *'borders'*. Based on ongoing research the theoretical aspects of the paper is illustrated through a case study focusing on the tourism industry on Kalymnos Island, Greece, where a number of local tourism related problems exist. We argue that the approach aids understanding and provides the impetus to 'map' economic development policy and action in *'border areas'*, suggesting that true borders are the obstacles and edges of networks rather than simply political/administrative divides.

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A MOUNTAIN FOR RETIRED PEOPLE AT THE EUROPEAN BORDER

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Many people from Northern and Central Europe have been buying houses or apartments in Italy or Spain, in which to retire: better climate, increased standard of living for the same revenue than in their home countries.

Examples.
Up to now, the tourism destination Pelion is considered for:

- its sea: short season
- its ski slopes: still shorter season
- its excursions (kalderims, horses, a few travel agencies): a very limited market.

But already a few retired people (Greeks from other parts of the country, and a few foreigners) do settle in several villages.

Do retired people represent a potentially significant market for Pelion?
What are the socio-economic pros and cons?
What are the basic requirements in order to attract them?

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CREATIVE PLANNING: OPPORTUNITIES FOR CULTURE-LED DEVELOPMENT IN IRELAND.

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Across Western Europe in the last twenty years cultural policies have assumed an increasingly important role within strategies for local and regional development. The purpose of this paper is to review the role and success of culture and creativity within strategies for development, and examine the opportunities for placing culture on the planning and development agenda in the context of Ireland. Ireland is chosen as a case study because despite an under funded cultural sector and a less than coherent or integrated cultural policy context, the nation's rich cultural heritage and resources do offer the opportunity for culture-led development. Moreover, whilst there is a growing body of literature documenting cultural regeneration strategies throughout Europe and North America, to date there has been little comprehensive analysis of this area of cultural policy in Ireland. Besides contributing to the broadening academic debate, therefore, the paper fills a specific gap in our knowledge of current Irish practice and policy initiatives.

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TOURISM AND RETIREMENT MIGRATION IN SPAIN: THE SPATIAL IMPACTS OF RESIDENTIAL TOURISM ON THE COSTA BLANCA

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Increased leisure time, greater affluence, increased mobility and income growth are some of the factors that explain the growth in the demand for second homes in Spain over several decades. Greater wealth, particularly among the retired, have provided them with the means to buy holiday homes abroad, and the Spanish coast has proved to be one of the most popular destinations for both national and international retirees in search of a holiday or second home. Tourism development in Spain has been intrinsically linked to the construction sector and in many cases such developments have formed the basis for the formation of tourist spaces along the coast.

This paper analyses the growth of second-home developments in Spain and explores the links between residential tourism and international and domestic retirement migration. The paper is divided in four sections. The first section reviews the existing literature and the official statistical data available for the analysis of residential tourism in Spain. The second section provides an overview of the extent of residential tourism in the Spanish Mediterranean coast and examines the geographical origin of national second-home owners. The main characteristics of foreign second-home owners in the case study area (Torrevieja, Costa Blanca, Alicante) are discussed in the third section. Finally, the chapter concludes with an analysis of the socio-demographic and spatial implications of second home developments for the destination areas.

This study draws on three sources of information: the Census of Population and Dwellings 1991; the Padron Municipal de Habitantes 1998, a restricted census carried out annually by local authorities with the purpose of estimating the volume of population and some of its demographic characteristics; and the results from a questionnaire conducted among a sample of 260 European retirees with either permanent or seasonal residence in Torrevieja, Alicante.

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PLANNING, HIGHER EDUCATION AND INNOVATION IN COASTAL TOURISM AND LEISURE

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Higher education institutions play a crucial role in the promotion of regional development and competitiveness, namely through the provision of scientific, technical and professional skills to the labour market. The effectiveness of this role depends on the ability of higher education institutions to understand and design knowledge based development strategies, providing consequently courses with high standards of quality, underpinned by an effort of curricular innovation in articulation with socio-economic development needs. In this framework, higher education institutions can benefit from developing strategic planning exercises as an efficient means to foster and guide processes of institutional and organizational change and sustain an effective capacity to face the challenges raised by those change dynamics. This paper draws on the results of the study carried out by the authors, aimed at the design of a development plan for a polytechnic school, located on a coastal resort, focused on maritime related science and technology. The planning background of the study team was particularly useful to design the methodology and also to inform some of the key knowledge areas, namely in terms of a sustainable approach to marine and coastal resources management. The paper will highlight the methodology adopted, that was based on a prospective approach to the requirements of a sustainable coastal tourism development strategy and the need for an innovative perspective to the maritime related economic activities. This process led to the identification of crucial skills requirements and to the design of adequate courses with high standards of quality, informed by existing and relevant experiences at the international level, which can also be considered as potential institutional partners for the school. It must be emphasised that coastal tourism and leisure is a major economic sector in the Portuguese economy, although it is still characterized by a low level of formal qualifications among professional activities.

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GROWTH DYNAMICS OF A TOURIST REGION AND THE IMPLICATIONS FOR SUSTAINABILITY:THE CASE OF HERSONNISOS, CRETE

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Hersonnisos was a small fishing village and depot for collecting regional agricultural products for transfer to the international port of Iraklion until its discovery in the 1970s by the nearby American military base as an ideal site for rest and recreation. The rest is history, with Hersonnisos now the most visited destination on Crete, accommodating millions of visitors each summer and making it one of the wealthiest municipalities on Crete. This seaside tourism in itself is not new to the islands and coastal areas of the Mediterranean. However, in this case there are other factors influencing the physical growth of this region, in particular a new government structure that has combined multiple rural centers into regional municipalities to be governed and planned as one entity. Adjacent inland to Hersonnisos is the Langada, one of the most fertile agricultural valleys of the island, famous mainly for its olive oil. This production and the lifestyle of residents in these still vibrant agricultural villages are threatened by the demand tourism places for resources and land. In addition, unique ecosystems and areas of natural beauty are under threat. The paper will identify physical growth patterns of the region of Hersonnisos, point out areas of conflict among land uses, discuss the factors that seemed to have caused these patterns, and evaluate the sustainability of this system.

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CAN ENTERTAINMENT BE PLANNED? THE CASE OF RESTAURANTS IN THE GREATER ATHENS AREA

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Eating (especially dining as far as the Mediterranean is concerned) in restaurants as a form of entertainment constitutes a practice that has been intensely developed, and socially broadened, in recent decades in most of the developed countries. The conditions in the labour market and the changing demographic structures have created much greater needs for consuming meals outside the home. At the same time, the growth of tourism, migration, and, more generally, of the international movement of people and goods have increased the relevant needs and have internationalized tastes. The percentage of the internationalization of a cuisine in a city is an indicator of its cosmopolitan character, something that is also connected to the level of local cuisine. The topic of the paper is the analysis of the spatial dimension of the growth of places for eating (excluding fast food restaurants and neighbourhood taverns) in the Greater Athens Area. The purpose of the paper is, using maps as a main tool, to uncover the geographical distribution of eating spaces (as part of cultural industries) in Greater Athens Area situating them in their planning context. This is analysed in connection with the impact of new phenomena such as the combination of shopping and eating, the appearance of restaurants in museums and bookshops, the attention given to create 'hype' restaurants in hotels, and the building of multiplexes. The theoretical focus is on the consumption aspect in relation to the issue of tastes and identity construction. The main source used in this paper is a study carried out by the Institute of Urban and Rural Sociology of the NCSR and the Department of Planning and Regional Development of the University of Thessaly in the context of the Socio-economic Atlas of Greece. The main questions raised are: a) is the Greek cuisine in a position where it needs encouragement and which incentives can be proposed?, b) what is the effect of pricing in the social differentiation of food provision as a service, c) can planning contribute to a change in the dominant recreation tendencies, such as out-of-home and 'passive' activities?, d) in what ways can planning affect the geographical distribution of eating places?

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URBAN RECREATION IN LARISA: IMPLICATIONS FOR PLANNING

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The growing social, cultural and economic importance of urban recreation is slowly establishing itself at the international level, although it has not yet been recognized in Greek planning, something that is reflected in the area of research. This paper focuses on a questionnaire survey carried out in Larissa, a medium sized city with a high-ranking position in the Greek system of urban centers. The research object was the recording of leisure time and of leisure spaces, as well as of the participation of the sample in activities during a period of a week and in depth of a year. The results show the spatial and socio-professional significance of leisure time for the city residents. Particular attention is given to the interrelationship of leisure resources with urban planning (in the perceptual context of a unified time-space) and the consumption tendencies of the residents (in the lived context of co-existence of resources and constraints). In this line of thought, the implications for planning are sought in reference to the following questions:

- does the importance of leisure time imply a focus on time planning rather than spatial planning?
- what is the nature of the principal relations of leisure with the other main functions of urban planning? (work, housing, transportation),
- should cities extend in time or in space,
- should the focus be on the past, the present or the future?
- is there an emphasis on cultural planning and does this imply a focus on high or popular culture?

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PLANNING - SOCIAL PARAMETERS OF THE DESIGNING OF PUBLIC RECREATION AREAS: PARKS, SQUARES, WALKWAYS. FROM THEORY TO PRACTICE

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Examination of Public Recreation Areas on the basis of the following parameters:
a) Urban Planning,
b) Town - Architectural Planning and
c) Social.

As to the Urban Planning level, the distribution of Public Recreation Areas at the area of a Prefecture is examined (Case of Attiki Prefecture). The existing Public Recreation Areas are specified, while their range as to the urban planning is examined, along with their adequacy and surrounding accessibility options. On the basis of Town Planning, Public Rest Areas at the area of a Municipality (Athens) are examined, with respect to their position, adequacy to the area of a neighborhood and local or surrounding accessibility. On the basis of architecture, the following particular Public Recreation Areas will be examined:
a) Parks: Pedion Areos (Field of Mars) and National Garden,
b) Squares: Kolonaki, Exarhia,
c) Walkways: Voukourestiou, Themistokleous St.

The designing functionality, the effects of the designing on the necessary traffic regulation measures, the aesthetic arrangement of the area to be designed, which concerns fixed structural elements, equipment and greenery will all be examined. Special emphasis will be given to the designing of green areas and apart from the aesthetic aspect, consideration will be given on whether the designing succeeds in achieving other purposes, such as the distinction of functioning, improvement of micro climate, shading, determination of walks, specification of architectural elements etc.

As far as the social approach is concerned, the differentiation of social parameters and impacts on the evident and latent functionality of the areas will be examined.

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APPLICATION OF TOURISM SUSTAINABLE INDICATORS IN SMALL CARIBBEAN ISLANDS: COZUMEL, MEXICO.

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The objective of this work is to discuss the first results of the environmental indicators of sustainable tourism in the Caribbean and Central America. The central point of this study is focused on the island of Cozumel.

The identification of the specific problems and the risks in Cozumel island showed a series of similar elements in the Caribbean and Central America region. These risks and problems have been divided into the following areas: ecologic, economic, social and complex.
The discussion is about three main points: the selection of the indicators, the methodology of comparison and application.

Eight specific problems are identified, and 15 key indicators are used to understand and diagnose them. Even though 85 indicators are needed for problems related to the biodiversity or degradation of the reefs, most of the problems can be diagnosed with/by one ore two indexes. This helps the substantial management of the information, and the correct use of the indicators (which are intended as necessary information tools that are used by the manager, at a specific destiny and site level, in order to understand those changes that could affect the key attributes and the general development. WTO-1995).

The analyzed problems or risks are: solid waste management, fresh water resources , biological resources protection and reef degradation, environment education, visitants density, economical funds for the natural habitat protection and visual pollution. 15 indicators are used in order to evaluate the problems or risks.

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GREAT SILK ROAD AND NEW OPPORTUNITIES FOR TOURISM PLANNING IN AZERBAIJAN

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International boundaries have traditionally been viewed as barriers to human interaction. But according to Hansen (1983), "in many regions the function of international boundaries as barriers is decreasing rapidly, however, and the position of borderlands as areas of contact and cooperation between different systems is gaining strength".

The European Union initiated the TRACECA project (a Europe-Caucasus-Asia transport corridor from London to Tokyo), which follows the ancient Great Silk Road. 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 was made in May 1993 at the Brussels conference.In signing the Brussels Declaration the countries along Silk Road emphasized that among other things, tourism would be one of the key elements of this project. Tourism as the unifier of nations and countries should play a prominent role in reviving the Great Silk Road. In this context the role of tourism has a big potential for the implementation within the TRACECA intergovernmental project.

The International Conference on Restoration of the Historic Silk Road began on 8th September 1998 in Baku (Azerbaijan) and was attended by delegations from 32 countries and 13 international organizations. European Union project TRACECA provides for the creation of the transport and communication corridor Europe-Caucasus-Asia and will have significance for Azerbaijan and region as a whole. The European programme TRACECA supports the development of projects for modernization of sea and railway transport facilities as well as road networks within Azerbaijan.

The aspects of this programme include improvement of transportation management, creation of a required material and technical basis, and making trips through Azerbaijan via the Asia-Europe route more reliable, safe and comfortable. TRACECA has been officially accepted and after its fulfilment, it will encompass five seas and up to thirty countries.

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ARCHITECTURES OF TRAVEL - STRATEGIES FOR REGIONAL TOURISM

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Strategies for individual tourism have traditionally either sacrificed or ignored the relevance of regional structures as a fundamental aspect of place and culture, or have obligated themselves to small-scale concepts at the expense of serious economic benefits. This paper seeks to illustrate that the apparently conflicting goals of culturally and commercially sustainable concepts are actually one and the same, and will identify possible approaches to integrating these seemingly conflicting areas.

A planning approach will be introduced which examines three aspects of tourism and regional development:

First, the evolutive potential of regional building syntax as the generative basis for the development of a sensitive and robust tourist offering will be analysed. In this manner, the conception and production of architecture will be discussed in terms of both its touristic utility and its capacity to effectively integrate local factors which together constitute regional culture: planning will serve as a mediator between the guest and the location. A case study will serve as the basis for a description of the specific qualities of the offering, as well as for examining demand and identifying potential target groups.

Second, using research and established performance criteria of "soft tourism" as an initial point of departure, the concept of sustainability will be used to scrutinize structural relationships between regional development programs and architectures of tourism. The possibility for a model of tourism as a commitment to long-term development investment structures creates the possibility for new types of cooperative models between tourism and region.

Third, the phenomenon of place as the bearer of multiple and complex connotations will be described and investigated as it relates to the possibilities for tourist architectures which serve to locate unique qualities of place.

The conceptual approach described here will be presented within the framework of a study recently completed by the author for the Greek island of Milos, and through the specific work of students from the Technical University of Vienna developing projects relevant to these themes.

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TOURISM AT PEACE AND TENSION ACROSS NEWLY OPENED BOUNDARIES: ISRAEL, JORDAN, AND EGYPT

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Planning for tourism across or adjacent to previously hostile boundaries is a great challenge not only to planners but also to those engaged in regulating tourists flow and promoting tourist attractions. Carrying out these tasks is even a greater challenge when designed to operate across previously hostile borders. The borders of Israel with Jordan and Egypt have opened for mutual visits of the citizens of these countries in recent years, following peace treaties signed after long years of enmity. Planning for joint or cooperative tourism ventures has followed suite. The realization of these plans depends, however, to a great extent on regulation procedures and atmosphere generated by the governments involved. This paper will exhibit several tourism programs prepared for the border regions and will trace tourist flows along the years, covering periods of euphoria and renewed tension. Contrary to the peace between Egypt and Israel defined as 'cold peace', the relationships between Israel and Jordan were defined at times as 'warm peace'. The objective of this study is to follow and analyze the development of tourism encounters across the Israeli-Jordanian boundary in comparison to the tourism contacts developed across the Israeli-Egyptian border. Quantitative indicators suggest that tourist trips are more intense in the former case. However, it is not entirely clear whether this is related to the different peace atmosphere or to the shorter distance involved.

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LOCAL FACTORS IN TRANSPORTATION PLANNING: THE CASE OF CATANIA, ITALY

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Traffic distribution over a network is an important factor in transportation studies. Conventional transportation planning frameworks attempt to assess the general flow equilibrium on road networks considering that travellers maintain the same driving behaviour. Typically, drivers are assumed to select their routes according to the highest network utility either in terms of time, by choosing the quickest path, or in terms of distance, by selecting the shortest path. This assumption may not apply in urban areas where local factors restrain the development of a standardized driving behaviour. For these geographic areas, defined by considerable social and cultural differences characterizing some geographic areas such as border areas, conventional transportation modelling does not provide a supporting strategy for the achievement of the equilibrium on road networks. This is the case of the metropolitan area of Catania, Italy, where a previous transportation study has shown that travellers' behaviour does not present a conventional pattern and therefore a different planning methodology has to be approached. This study also attempted to explain the different behaviour of travellers by considering other factors generating movement, such as multipurpose trips or social activities. This research aims to understand the changes in travellers' behavior over time in the Catania metro area. A previous study attempted to build a transportation model based on spatial interaction analysis among the 18 core *comuni* of the area using 1991 census data and 1994 traffic data. The resulting flow patterns showed that travellers did not optimize time or distance in their daily trips. The same model is now applied using 2001 Census data and 2001 traffic data. The new flow patterns reveal a change in driving behavior. Two major factors may contribute to the new movement patterns: (1) changes in the structure of the road network system, and (2) changes in the drivers' perception of the network utility. However, this study also demonstrates that transportation models need to be revised and calibrated according to local social and cultural characteristics, especially in border areas.

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POLICY INSTITUTIONS FOR SUSTAINABLE TOURISM IN BORDER REGIONS

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The development of tourism, especially sustainable tourism in border regions, usually has to face ecological, economic, and socio-cultural issues concerning cross-boundary governance. However, most of local governments habitually design their industrial development policies according to their jurisdiction-based geographic territory and administrative procedures. The actual results of the sustainability-oriented policies thus fall short of expectations. In research undertakings related to sustainable development of tourism industries, most investigators concentrate their efforts on defining "sustainability" and related means of measurement. Although these definitions and indicators provide norms and guidance for developing relevant policies, they are usually hard to use in practice. One of the major reasons of this disarticulation of conceptualization and practice is the lack of a decision-making mechanism that supports the development and implementation of policies, i. e., a lack of ensured linkage between the end and the means.Trying to improve the feasibility of policies of sustainable tourism development in cross-border regions, this paper attempts to clarify the follow issues:

- the characteristics of border areas and the effects of boundaries on sustainable tourism development;
- the necessary sustainability elements and mechanisms of the policy institutions needed for the development of tourism industries; and
- the relationship between goals of sustainability of tourism industries and the policy institutions.

In the process of our research, the unsustainable elements of tourism development will be identified in two case studies. Then, theories of institutionalism, organization and policy network will be employed to analyse problems in organization, the distribution of resources, patterns of decision-making behavior and the system of law in policy institutions. Finally, the paper will propose some sustainability mechanisms of policy institutions for tourism development in border regions.

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WHY AN AQUARIUM IS NECESSARY IN VOLOS.

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In recent years, new aquariums are opening in all corners of the world. One of the oldest, located in Chicago and built in the 1920s, has been recently refurbished. Some of the best known are those in New England and Baltimore. Built in the late 60s, they are seen as models of development for other locations. One of the newest aquariums is in Lisbon. It was built as part of the World's Fair. The City of Camden, N.J. has built an aquarium in hopes of reviving its dilapidated center. It is expected to serve as the anchor for the area's redevelopment. (See the February issue of *Planning*.) There has been an aquarium in Rhodes, Greece for a very long time, but it is far away from the major metropolitan areas and its old technology is not a modern attraction. Volos has the only Department of Ichthyology, in the University of Thessaly, Greece. Volos is a growing metropolis located in the geographic center of the country, with a rich cultural tradition and a population of 120,000 inhabitants. It is located in an area surrounded by some of the first human settlements and Mount Pelion, the mythical land of centaurs. Tourist cruise ships arrive in the port of Volos, en route to Meteora, all year around but the tourists are nor given the opportunity to experience the area's cultural and physical environment. All the factors above present a unique opportunity to locate an aquarium, with a large hotel (which the city needs) in Volos. These factors present an opportunity for a public private partnership which would capitalize on the region's assets.

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PLANNING GUIDELINES FOR SCENIC ROADS IN ISRAEL

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A "scenic road" is usually a side road that combines the attractiveness of the scenery with a variety of tourist activities for the pleasure of its users.
The goals of the study presented in this paper are to develop a planning process for scenic roads and examine its applicability using a case study. The study includes evaluation and development of four aspects:

- Assessment of the feasibility of implementing scenic road planning in Israel.
- Evaluation of the suitability of different development levels along a scenic road.
- Evaluation of the carrying capacity levels of service areas along the scenic road corridor.
- Development and evaluation of a scheme that balances service levels with the carrying capacity of each service area.

In order to develop this process, two main stages were adopted:

- The selection and classification of potential scenic roads.
- The development of a method to adapt the road to its surroundings.

The first stage assesses existing roads according to their scenic potential, using two sets of criteria:

- A primary set that evaluates the quality and harmony of the road scenes and the level of integration of the road with its surroundings.
- A secondary set for grading potential roads according to their suitability as scenic roads.

The second phase adapts the road to serve as a scenic road. It is carried out according to the following three main sub-phases:

- Assessment and determination of road corridors.
- Assessment of the resource sensitivities of corridor areas with respect to the development of potential activities.
- Development of alternative plans for road corridors and assessment of the potential impact of the proposed development.

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THE IMPORTANCE OF INTEGRATED TOURISM PLANNING IN REDUCING THE SOCIOCULTURAL IMPACTS OF MOVIE INDUCED TOURISM

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The purpose of this paper is to develop a sustainable model for rural areas to reduce the perceived gap (McMorrow 2001) that currently exists between the local community and the planners. These areas have become popular tourist destinations as a result of their location featuring in a movie or television series (O'Connor, 2000). This model will be based on the integrated planning approach at local level. The literature maintains that the involvement of the community in the tourism development process reduces the sociocultural impacts, which may otherwise arise. The methodology that is being employed includes using Irish and UK movie induced tourism examples as a case study basis for this research. Businesses' and residential reactions to community involvement in tourism planning in the past, present and future are been analysed and also the planning tools that are used in the process. The study will be multi-staged, evaluating time and attitudinal changes over a specified period of time. It will be completed over a three-year period as part of a Ph.D. dissertation. One of the values of this research is that community planners can use the model when considering the future direction for tourism development as it can be used to formulate plans to gain residential support for tourism ventures. It will be distributed in several ways including presentations to community planning groups, preparing papers for conferences and writing articles for academic and commercial publication.

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BUILDING THE TOURIST CITY AND THE GLOBAL DISCOURSES OF PRIVATISING URBAN INFRASTRUCTURE

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Part One: *The Privatizing Discourses of Urban Infrastructure.*
The presence of the private sector in the planning, building, operation and maintenance of infrastructure is palpable worldwide, albeit differently realized, in different cities and economies. The participation of the private sector in the provision of physical infrastructure is certainly not a new trend. In fact many essential public works-water, sewer, electrical energy-began as privately produced technologies , only to be subsumed by the state as the general social benefits of the good became evident or became a "public good" or "something to be provided and maintained by the state for general use of the population at large." (Smith, 1999). Ironically, for almost the exact same reasons, a countervailing policy discourse has recently emerged. It is now argued that the scale and cost of public infrastructure prohibits government, especially urban government, from conceiving, financing, building and maintaining modern systems of urban infrastructure (Singh, 1996). It is further argued that governments have become increasingly "inefficient" providers of essential public works. Therefore, the conditions of cost, scale and quality of service delivery are driving a new discourse suggesting that such issues can be best met through increased private sector intervention in the finance and operation of urban infrastructure.

Part Two-Case Study: *Building the Tourist City as a New Privatizing Discourse of Urban Infrastructure Planning*
Such a fitful discourse is less evidence of the lack of surety over the importance of urban infrastructure and more an example the recursiveness of the "city building process" (Konvitz, 1985). At the center of the construction and survival of the city is an essential adaptability to changes that the very presence of cities "has precipitated and diffused." (Konvitz, 1985) This paper addresses this processal move to privatization of infrastructure in a comparative case analysis of new developments in the building of urban tourism infrastructure based on primary data, records and interviews. The paper shows that building of the tourist city give evidence of new levels of the privatizing discourses of infrastructure discussed previously and serves as a fitting exposition of the ways that these discourses are being carried out in cities the world over.

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TOURISTS VALORIZATION OF RELIEF STRUCTURE OF COASTAL PART OF OHRID'S LAKE FOR AREA PLANNING'S NEED

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This paper deal geomorphological characteristics of coastal relief of Ohrid's lake. The same are valorized the part of tourism. Relief's forms are systemized in base relief's types. Every type is ponderable with clear lakes upper and down level of valuable frame. It's introducing the Principe of negotiation ponderable, which is restrictive factor in aspect of tourism research of area. Depends of basis mapping and geomorphologic analysis, on distinguish high coast (slope between 32-55 0), low coast (between 2-12 0) and anthropological coast (am harbor and settlements). On distinguish all relief's categories, with explications of correlation between relief. On treat natural base in tourism, domain of economy activity with presentation of negative and positive impact in present and future development of tourism.

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PLANNING INSTITUTIONS ROLE IN THE TOURISM DEVELOPMENT OF GREECE. CASE STUDY: THE ISLAND OF RHODES

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This paper explores how do Greek public policies, through planning laws, institutions and practices favour land speculation, as well as its negative effects on the tourism sector. The three components of the State land policy are considered: planning and market regulations, property tax regime, and in addition, the tourism financing system.

As Rhodes is one of the few Greek tourism destinations that dispose an old cadastre, the island serves as a laboratory to investigate our purposes. The study is based on the exploitation of quantitative and qualitative primary data concerning a 30-year period, mainly gathered in the archives of the Rhodes Cadastre, the Regional Inland Revenue Office and the Ministry of Finance.

The descriptive statistical analysis of the available data provides us with a precise overview of the complex land ownership rights and land markets evolution, during the different stages of development, under the effects of the property tax regime and the planning practices.

The study of the State Regional Development policies - the tourism enterprises bank financing and the mortgage systems - both based on the land property, allow us to draw evidence about the tourism business environment in the area.

Land property is the core of the tourism development. Laws, institutions and State practices favour tourism development, but at the same time, result to pernicious effects on the natural, building and business environment, and create a highly vulnerable tourism system face to the international competition.

The aforementioned analyses, conduct us to draw conclusions about the speculative components of the Greek tourism system, and the contradictory and uncoordinated policies of the public administration.

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LAND PROPERTY ROLE IN THE TOURISM DEVELOPMENT

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The present paper explores the role of land property as a socio-economic element in the tourism development process in Greece. The main study area is the island of Rhodes, while references to other tourism regions support our findings.

The quantitative data sources are the Rhodes Cadastre, the Inland Revenue Office of the Ministry of Finance and the Greek National Tourism Organization. Extended site surveys, provided important qualitative data.

Tourism financing strongly depends on land ownership. Land property constitutes one's own capital, necessary for businessmen to bid for important State subsidies. Being a real guaranty, land property allows for the business financing by banks.By the study of the transformations of the land property structure, registered in the Rhodes Cadastre, the transfer practices of family patrimonies are revealed. These practices encourage the extreme social dispersion of land property, which is one of the major reasons accounting for the intense involvement of local societies in tourism activities. The land sub-division in very small plots and the family land co-ownership evidence to the close family ties which give rise to the creation and operation of family enterprises.

Formal and informal activities, contribute to the formation of local capital. Tourism production modes and the integration of tourism into the local societies give tourism development of Rhodes an endogenous character.

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TOURISM POLICY AND TOURIST DEVELOPMENT PLANNING IN GREECE

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The formulation of tourism policy constitutes the hub of the tourism sector and national, regional and local tourist planning which takes into consideration various special factors.

This policy must be aligned with the national or regional development planning so that the tourism sector be part of an overall and complete consideration. The forms of tourism policy depend on the individual objects to develop, the available resources, the national development and land-planning policy, etc.

Within this reference framework, the present proposal aims at examining how this policy can be incorporated into the various stages that follow the current plans of tourist development at national, regional and local level. Thus, a review of the theoretical approaches of tourism planning, a breakdown of the basic stages of tourist development planning, a study of the way tourism policy can be incorporated into the different stages of tourist development planning and a presentation of the Greek application framework of tourist planning policies, together with a critical assessment of the limits, the potentialities and the requirements of the successful drawing up and incorporation of policies into every level will follow.

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TACKLING THE DILEMMAS OF TOURIST-ORIENTED HISTORIC PRESERVATION AND RENOVATION: THREE CASES FROM TURKEY

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The proposed paper explores tourism-oriented historic preservation/conservation and renovation attempts in the context of complex socio-political conditions in Turkey. Based on three case studies conducted by the authors, the paper integrates the sociocultural makeup of the local population, and the institutional and intellectual approaches within which tourism development decisions are made and implemented. The issues tackled with include the attitudes and positions of locals in the decision-making processes, the economic inequalities among the local population that emerge from unequal tourism development, and the institutional and intellectual insensitivity to the complex nature of tourism planning requirements.

The three cases incorporated into the study: (1) the historic Ankara Citadel, where gentrification is promoted through various programs; (2) Kaleköy, a Mediterranean village that the Ministry of Environment has identified as a "Special Protection Area," and (3) Alanya, a historic town on the Mediterranean coast which has transformed from a modest agricultural production area to a growing tourist center.

The paper argues, with a particular focus on these three Turkish cases, that searching for solutions to the dilemmas of tourism development requires interdisciplinary perspectives in an integrated framework, considering the dynamics from both top-to-bottom and bottom-to-top perspectives.

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INTER-REGIONAL CO-OPERATION FOR SUSTAINABLE REGIONAL DEVELOPMENT THROUGH TOURISM

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The European Union promotes inter-regional co-operation activities through the Recite II programme (and in the future through INTERREG IIIC programme). Under Recite II, a project for **E**uropean **Co**-operation to achieve **S**ustainable **E**nvironmental **R**egional development through **T**ourism **(ECOSERT)** aims to prepare and initiate common working methods and on-the-ground actions to ensure sustainable environmental management of natural and cultural resources through tourism planning at regional level. The ECOSERT project aims to improve environmentally degraded and economically isolated and depressed regions by putting into place co-ordinated, cross sectoral environmental and tourism strategies and new implementation frameworks for both intra-regional and inter-regional co-operation. These will then initiate local eco- and cultural tourism actions in areas suffering from obsolescent land uses, spatial imbalances in economic activity, and unemployment. At the heart of the project is the development of a common methodology for the preparation of a Regional Environmental Sustainable Tourism Plan (RESTP) in the three partner regions of ECOSERT (Magnesia in Greece, Dee Estuary around Chester in the UK and Avellino in Italy), as an innovative European tool of **planning for sustainable tourism**. The general aims of ECOSERT are:

- Planning for tourism development at regional or sub-regional with respect for the environmentq
- Development and promotion of ecological and cultural tourismq
- Establishing environmental management of tourist areas and activities
- Compilation of a common methodology for sustainable tourism planning
- Creation of new employment in alternative forms of tourism.

The paper will report on the inter-regional co-operation achievements in developing and applying common procedures for tourism planning, towards sustainable regional development through tourism acting as a catalyst.

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THE OPERATION OF TOURISM IN POLAND UNDER THE NEW SYSTEMIC CONDITIONS

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Like the other countries of Central Europe, in the 1990s Poland entered a path of systemic transformation. Political changes led to many changes in the organisation and operation of the state. New opportunities opened up for rapidly proliferating and developing economic entities and for society. Socio-economic changes and newly introduced legal regulations started to create favourable conditions for investors and investing. This also concerned tourist traffic, both incoming and outgoing.

The possession of a passport stopped being a privilege granted by the authorities and became a citizen's right. Poland, now a sovereign and democratic state, opened its boundaries to visitors from abroad.

The new phenomenon of competition made the tourist offer become more diversified and attractive. Newly established small businesses employing new marketing methods started to reach individual customers, supplanting state-owned firms with their mass clientele and creating a market for new services.

There developed specialisation in the services offered. Towns and communes in various regions of Poland started to learn how to promote their landscape and cultural attractiveness. Local government authorities started investing in tourist infrastructure. New accommodation bases and eating facilities developed. In places of historic merit cultural events, scientific meetings, and special-occasion festivities began to be organised. Poland started to be perceived as one of the most attractive tourist destinations in the world.

New possibilities also opened up for outgoing tourist traffic. The variety of visits offered by new tourist agencies and travel offices can meet the demands of people of various financial means and requirements.

The new conditions require tourist firms and agencies to adjust to the changes and standards set by society. As a country with interesting tourist and sightseeing attractions, Poland should promote them and treat the development of tourism as a major source of income. In order to launch such a project, however, it is necessary to identify the factors and determinants controlling the operation of tourism in the new systemic conditions, which is the subject matter of the present paper.

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TRACK 8

ENVIRONMENTAL ISSUES IN PLANNING AND DEVELOPMENT

Co-chairs:
H. Coccosis - G. de Roo

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ENVIRONMENTAL PLANNING FOR SOLID WASTE MANAGEMENT PROJECTS

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Finding an effective solution for waste disposal has become a major problem for modern societies. Increased concern over sustainability has been a key factor in planning systems ever since the early 1990s and it has set new challenges and limitations in the process of solid waste management. One important feature in these challenges is taking into consideration in the process of decision making a variety of parameters including social, economic, environmental and technical criteria. Up to today, a variety of multicriteria methods have been used in dealing with environmental problems, some of them focusing particularly on the management of various kinds of waste.

This paper focuses on the development of a new methodology for the selection of the best solution for municipal solid wastes disposal, after evaluating all the important factors, including economical, social and environmental ones. The outcomes of the suggested model include a data combination of these factors. The main purpose of this methodology is to minimise the subjectivity of choosing the best solution, which is achieved by making sensitivity analysis, at the involved group's influence.

The application of the suggested method is demonstrated through a case study, that proves the efficiency of the method.

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STRATEGIC PLANNING AND ESTUARY DEVELOMENT: TEN YEARS' EXPERIENCE FROM THE MERSEY ESTUARY, NORTH WEST ENGLAND

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Ten years ago, the Department of Civic Design at the University of Liverpool was commissioned to produce a pioneering management plan (University of Liverpool Study Tea, 1995) for the Mersey Estuary, one of Britain's largest and most heavily urbanized river estuaries. The Mersey Estuary has great significance for the economy and environment of the North West of England: it is a major trade route and the location for numerous industrial installations and urban centers and it is also a powerful natural system with considerable nature conservation interest. The River Mersey drains a catchment of some 500 square kilometers containing the urban concentrations of most of Greater Manchester and Merseyside. As a consequence, the Estuary has received very heavy pollution loads. Extensive dockland and industrial development along its banks, coupled with rapid growth of urban areas all draining into the Estuary, led to an unenviable reputation as the worst polluted estuary in Europe. Since the mid-1970s, however, massive investment in water quality improvements, reclamation of derelict land and new riverside development has created conditions in which it is possible to think of the Estuary as an opportunity rather than a problem, and to give very careful thought to its long term future.

The main reason for commissioning the management plan was so that a means could be found to assess the planning implications of large-scale infrastructure proposals, such as a tidal barrage, for the Estuary as a whole. The paper reviews this and other factors which influenced the nature of the strategic planning framework that was developed by the University Team. It goes on to describe how the plan was later translated into a series of annual action programmes as part of the process of implementation. In the most recent phase of activity, the Estuary is to be the focus of a major proposal to create a waterfront regional park, funded in part by the North West Development Agency. This proposal is examined in the next section of the paper, both from the point of view of the opportunity it presents to fulfil the economic development objectives of the management plan and in terms of its likely impact on the natural environment. In a final section the paper considers the role of a university planning school in contributing to the initiation and promotion of a positive approach to estuary planning.

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GREEN ENTREPRENEURSHIP: ADDING VALUE TO LOCAL LIVELIHOODS (A CASE OF BHANJADAS IN HARYANA, INDIA)

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The survival/revival of a natural resource base is predicated upon the survival/revival of local communities that utilize that base. A local group or community will sustain a natural resource if it makes that group or community existentially viable. Joint Forest Management (JFM) experiences under the 1988 forest policy in India have revealed the crucial role that economic incentives play in eliciting participation of the forest dependent communities for regenerating degraded forestlands. Current JFM practice promises the dependent communities benefits in terms of share in non-timber forests products (NTFP's) such as grasses and fuelwood or timber in return for forest conservation and protection. While JFM incentives have increased the access of the communities to forest resources the financial returns are poor. Presence of middlemen and lack of NTFP processing leave little to the local communities. Green entrepreneurship promises to return a larger share of the product value to the rightful protector community. It transforms them from mere collectors of NTFP's to entrepreneurs thus ensuring sustainability of both local economies and resources. Taking the case of the bamboo dependent *Bhanjada* community in Haryana, India this paper establishes the need of such an entrepreneurship and recommends strategies to initiate it. Product diversification and building marketing institutions will add value to livelihoods of the *Bhanjadas* and bring about forest regeneration as well.

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MONITORING INSTRUMENTS FOR SUSTAINABLE SPATIAL DEVELOPMENT ON THE REGIONAL LEVEL CASE STUDIES FROM GERMANY AND POLAND

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Monitoring instruments are regarded as important tools in planning and policy implementation. With the Agenda 21 the measurement of sustainability has become a worldwide aim. The research and discussion on monitoring of sustainable development has resulted in many different monitoring instruments, for instance several concepts of sustainability indicators and the ecological footprint. However, the absence of links to the practical application and the lack of regional data are two main problems almost every concept is confronted with.

In Germany, sustainable development has been established as a guiding principle for spatial planning in the Federal Regional Planning Act and in the Building Code in 1998. The regional planning authorities as well as the state planning authorities are responsible for the implementation of the principle through regional planning documents and projects. In this regard monitoring instruments are important tools to measure current trends of spatial development and evaluate the effects of specific programs and policies.

In Poland, since the change of the political and economical system in 1988/89, sustainable development has also become a main principle for the further development of the country. In 1998 the principle of sustainable development was integrated into the new Polish constitution. The Polish system of regional planning is still being developed in consequence of the reform of the territorial and administrative structure of the country in 1999. Although the reform is not finished yet, guiding documents for the new regions (voivodships) already exist. These are the "Preconditions for development" and "Development Strategies", which contain the main goals for the development of the voivodships. In this context as well as in concern to the integration of Poland into the European Union monitoring and evaluation instruments got high importance. Nevertheless only few monitoring approaches, which focus sustainable development do exist.

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COMPLEX ENVIRONMENTAL POLICY AND PLANNING PROBLEMS AND RESOURCE REGIMES: THE CASE OF DESERTIFICATION

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Environmental policy making and planning deal with complex human/environment systems; hence, environmental policy and planning problems are inherently complex problems - they involve many actors with different and constantly changing viewpoints and aspirations, who relate to one another in complex and evolving ways, and engage in several activities. To carry out these activities, a variety of human and environmental resources are employed, which are under different, changing, and not always, congruent regimes. Policy making and planning share common orientations and concerns; namely, goal setting to address societal problems, future orientation, implementation effectiveness and uncertainty in all stages of the process. More importantly, sustainability is their overarching goal that, however, cannot be achieved if the solutions devised are not implementable. A stumbling block in the process of devising such solutions is the variance among environmental and resource regimes that should be combined optimally to interact in a coordinated fashion to produce the desired (sustainable) outcome. This paper aims to explore this institutional aspect of environmental policy and planning problem complexity. In particular, it asks how environmental and resource regimes affect the design of implementable sustainable solutions of complex policy and planning problems. Desertification control is a domain where the above-mentioned institutional complexity is particularly acute and a crucial determinant of policy and planning feasibility and effectiveness. The paper introduces basic concepts pertinent to the topic, proceeds with the analysis of the institutional complexity introduced by incompatible resource regimes in policy and planning situations and illustrates the case with examples from desertification control.

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THE SETTLEMENT FORMS IN THE MASS TOURIST SPACE. THE CASE OF CANARY ISLANDS (SPAIN)

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The Canary Islands is a set up for tourist destination on the Atlantic of a notable importance, which has the peculiarity of receiving the remarkable number of 12 millions visitors within the year, in a limited territory of 7,424 Km2 and with a population that no more of 1,67 millions inhabitant. At the same time it has 350,000 beds for accommodation available which are concentrate in different nucleus and with different characteristics.

This work paper tries to show a global vision of the genesis and development of the tourist areas designed for mass tourists, which come preferentially from Europe (Scandinavia, Britain, Germany...) and they stay the whole year around as there is not significant period holiday season at the tourist resorts.

The text is part of an analysis on the state matter in mass tourism and it deals later with the specifically description of tourism in Canaries starting from the background of the XIX century and the beginning of the XX century, to finish with the evolution and the characteristics on the mass phenomenon which occurred since the sixties.

From the methodological point of view the principal matter is centred in adopting a method, which is both clear and systematic, it has been decided to take the Lozato-Guiotart ideas on typification thought in a much simpler way, and also the ideas of Dewailly on the study he proposed on the evolutional structure for tourism in North Europe.

We starting from the hypothesis that the land always tends to organize it self according to functional guide line though the variables, in this case, it may not be assign from the traditional ones assigned to the theory of the city and its conformation.

It is in this way that the classification of existing tourist settlement has been done in the Canaries which bases some of significant matters such as: origins, location and its evolution. The theory is based on the concept of "tourist zones" and "tourist nucleus" an ancient terminology which has legal character in the Planning for the Tourism in Canaries Act.

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MULTISCALE PLANS FORLANDSCAPE STRUCTURE

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A look into established planning activities, as housing, transportation, economic development, parks and recreation, indicates that there is a missing layer of actions created exclusively from the point of view and the care of the physical environment. Research in ethics, ecology and alternative cultural frameworks about land could lead to planning methods and design praxis, so that beliefs, values and knowledge systems will be visibly manifest in a distinctive form of the physical environment. While knowledge has developed its scientific constructs, it has not found a way to appear widespread in the landscape except for ad hoc interventions so far quite limited in scale. Comprehensive spatial planning should become an advocate of the interests of land and assume responsibility for the care of the environment.

Plans for Landscape Structure would be composed to lay out the specific conditions each environment requires for its welfare. This is different from plans with targeted purposes to organize human activities. In earlier phases of urbanization and growth it was assumed that environmental processes would continue to happen "somewhere else". Now we have to make sure that the somewhere else is somewhere. Human activities have proved to be very flexible in terms of location. Human activity takes land, but is not place related anymore. On the contrary what the environment needs is not only a percentage of the total area, but very specific pieces in very specific places.

This means that when humans and environment negotiate space for survival it should be to the environment to pick its primary selections. The PLS would be the level of plans to be developed first, to be in place before other target specific plans could interfere negatively with the environment. Only after setting a configuration, which gives a certain level of confidence that, the environmental processes might continue in their range of variation, all the other target plans would be arranged around the main structure. In reality in most cases change has already happened. In these cases the PLS would have to resurface hidden possibilities and combine prevention and proactive intervention to reconstitute and maintain the welfare of the environment.

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ENVIRONMENT DYSFUNCTIONS AND THE SUSTAINABLE DEVELOPMENT IN THE DORNA-CALIMANI REGION OF THE EASTERN CARPATHIANS.

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The Calimani Mountains and the intramountain Dorna Depression are nationally and internationally known as an area characterised by specific hydro-geological, bio-climatic and landscape features, which include it in the category of those regions with a high touristic and economic potential. Deforestation and mining are among the oldest anthropic activities, which have considerably altered the whole landscape. The charcoal mine galleries, some of them dating from the 18th century, and the waste-heaps have considerably transformed and damaged the Dorna Depression and the contiguous mountainous area. The sulphur quarries in the Calimani Mountains have become the most complex forms of anthropic relief in the region. Although all activities related to sulfur extraction ceased in 1997 and the unprofitable quarry was officially closed in 1998, the damaging effects of excavations at an altitude of over 1600 meters are still visible nowadays. Among the serious negative effects recorded we should mention air pollution, sulphur and sulphur-derivatives contamination of phreatic waters, stream water, soil and vegetation. The "stress" factors, with a high degree of incidence in the relatively fragile Dorna landscape, are rooted in the adjacent mountainous areas and are capable of diverse propagations, which may considerably vary in volume and speed. That is why any regional analysis relies on the discovery of all the active damaging factors in the adjacent areas and the offering of solutions for a sustainable development. The regional planning and sustainable development in the Calimani Mountains and the Dorna Depression imply the existence of a complex set of measures which are meant to help us monitor, analyse and check various environment parameters, as well as to formulate the most efficient solutions to be employed geographically, touristically and economically. The present paper suggests several measures for the ecological rehabilitation of the region and proposes a reconsideration of tree felling on slopes. Basing our study on numerous high scale-maps, which include both hazard and risk geographic details, we have also managed to propose new and complex geo-systemic reconsideration of the region under discussion to be employed in any program of regional development.

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NATURA 2000: AWARENESS AND ATTITUDES OF MOUNTAIN RESIDENTS IN GREECE (THE CASE OF PELION MOUNTAIN)

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This research aims to investigate the level of awareness and attitudes of people in 15 villages of Pelion mountain towards the "Natura 2000" network, using the gallop poll method. A part of Pelion mountain is among the 264 proposed Greek sites for this network. Since its establishment is fundamental to nature conservation, it is important to plan avoiding potential future conflicts. The majority of the people questioned are not aware of the network, but following a brief information session which took place before the completion of the questionnaires, they have a positive attitude to the accession of the area into the network, because they expect the flora, fauna and landscape to be protected and illegal building, pollution etc to be limited. They are familiar with the environmental problems of their region and most of them intend to accept the likely prohibitions or proposed actions that will result from their joining this network.

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STORMWATER RUNOFF BEST MANAGEMENT PRACTICES FOR PROTECTION AND ENHANCEMENT OF WATER QUALITY IN URBAN AREAS

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Stormwater runoff is a big problem in the developed areas of cities and the cost of solving it with traditional engineering methods is high. This paper presents an alternative solution by using source control approaches and keeping the area as close to its natural state as possible in terms of its drainage patterns. The study first models stormwater runoff in a developed urban area. To prevent degradation of water quality it is aimed to decrease the amount of runoff reaching the streams, thus decreasing the amount of pollutants carried with it. In order to decrease the runoff Best Management Practices (BMPs) are developed for the particular study area and they are modeled to be included in runoff calculations. These practices include decreasing percentage of imperviousness by converting driveways and parking lots to porous pavements, buffering streams and using urban forestry in yards instead of lawn. These practices are applied to the study area by Geographic Information Systems (GIS) using detailed spatial data. First, the current level of runoff in the study area is examined. The areas with the highest percentage of impervious surfaces are identified. Alternative ways to improve the runoff quality are considered. These include quality management practices such as infiltration, controlling runoff pollution, reducing thermal impacts and controlling peak flows. To reach these goals, ways to design greenways in riparian zones and use of vegetation for filtering and shading are explored. Different combinations of these techniques are suggested for different land uses. The effectiveness of these Best Management Practices are measured by applying them to the study area using a basic hydrologic model and calculating the reduction in runoff. Main focus of the study is on integrating stormwater management measures and riparian lands to form a functional greenway or open space system, which will also serve for the purpose of increasing limited open space in urban areas.

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INSTITUTIONAL PRECONDITIONS TO COLLABORATION: INDIAN FORESTRY AND IRRIGATION IN HISTORICAL PERSPECTIVE

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This paper examines the institutional preconditions or "rules" that shape collaborative natural resource management between public agencies and citizen groups. In particular, I ask: How does the regulatory framework governing a particular resource circumscribe, from the outset, the possibilities for collaboration? How do historical and customary uses of and rights over a resource frame the possibilities for collaboration? How does the mandate of a public agency that controls a particular resource limit or enable collaborative opportunities? In building a case for the importance of institutional preconditions, this paper outlines irrigation and forest management policies and practices in India from the mid-1800s, leading up to more recent collaborative endeavours. Attention is devoted to the property rights and legislative frameworks established over time, especially in relation to current efforts in joint forest management (JFM) and participatory irrigation management (PIM). It is argued that the present and historical context of irrigation provides some opportunities for supporting collaborative efforts between communities and irrigation departments, while the history of forest policy and practice makes collaboration with forest departments much less likely to succeed without fundamental structural change.

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THE ENVIRONMENTAL PROJECT OF THE CITY. EXPLORATION OF SOME TRAILS IN PAST AND RECENT EXPERIENCES

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A reading of landscape organization using ecological-environmental criteria allows the identification of hidden territorial structures, rarely considered by the traditional planning discipline. This paper explores them as key elements in the understanding the organization of those territories in which environmental processes prevail, with the assumption that they can direct transformation processes, particularly the settlement ones.From the post industrial period on, new dynamics concerned the development of the city. The shift from the compact city to the sprawled one has led to uncertainty and difficulty for planners. The standard descriptive and interpretative categories along with the techniques of analysis and the traditional models of urban and territorial organization have been challenged.Different positions of the planning discipline have faced these new dynamics, using new interpretative categories. Today, these categories are being regenerated within the contemporary city and are being used to construct design criteria for new settlements in terms of environmental quality.The *pragmatic* position focuses on these changes by developing some key concepts that help to identify the coordinates of the city's evolution. They are sustained by criteria that derive from some position of the recent planning discipline, from Haward's Garden City to Regional Planning and Landscape Ecology. Planning activity understand how ecologies and their environmental processes belong to the urban organization, with particular attention to those territories that are subjected to different dynamics, but are not yet transformed by urbanization processes. Analysis of territorial structure is faced through an interdisciplinary combination of urban sciences and the environmental disciplines that study the process-forms, in order to avoid the conflict between the urban sprawl and the hidden environmental processes.It will be necessary to develop criteria based upon an eco-systemic approach that can integrate different processes connected to the urban and environmental dimensions, Our case study is The *polynuclear spatial structure of Almere - Netherland.*

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LOCAL GOVERNANCE AND ENVIRONMENTAL MANAGEMENT - OBSTACLES AND CHALLENGES FOR LOCAL AGENDAS 21

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Current debate on sustainable development has strengthened the idea that alongside with new environmental management schemes, and integrated economic and social development strategies, democratic governance and participation of civil society are fundamental requisites. Full translation of sustainable development depends upon a diversified set of actions. At local level, a sustainable development process involves the creation of communities and economies framed by the limits of environmental and natural resources capacity as well as by the visions and expectation of local groups of actors. Local Agendas 21 may bring an important contribution for such requirement through processes of design, identification, programming, implementation and monitoring of a set of actions seeking the guidance of local authorities and communities to integrate often conflicting aims into more coherent development strategies. At a local scale, a river and related margins, may be seen as relevant observatories and learning schemes with regards to sustainable development promotion. In fact they allow the observation of local governance features namely, of planning and management initiatives and of public participation procedures taking into account the existence of diversified and conflicting problems and potentials resulting from environmental, economic and social concerns. This article departs from a set of guidelines for a qualified observation of a river at a local scale and develops a critical view of a relevant step for the local environmental policy process that is problems` identification. The main objectives of the article are (i) to characterise the municipal process of problem identification and development projects proposal associated to the River Agueda, Portugal; (ii) to identify likely obstacles and/or potentials to be faced in a future design of a Local Agenda 21 process, having in mind the features highlighted previously. The article presents the main findings of a pilot project undertaken within the preparation of a Local Strategic Development Plan and it is structured into four parts.

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WHY BOTTOM-UP PLANNING IS NECESSARY IN SUSTAINABLE DEVELOPMENT

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Sustainability depends not only on the summit of production over which natural resources regeneration becomes impossible, but also on the low limits of production, below which less population can be sustained in the local areas and therefore more human resources tend to abandon them. The desertion of local areas by their population destroys ecological balance both in the abandoned and in the inflow areas. The condition of balance in sustainable development is that natural resources are developed to maximum, within their limits of self-regenerating capacity, so that they can combine with as many human resources and therefore sustain as much population as possible, on a base of high per capita income, productivity and quality of life. Population distribution projections in sustainable development models is therefore a depended variable, depending on the maximum basic employment the natural resources can sustain within their self-regenerating limits. Basic employment, as an independent variable, has to be assessed on the basis of particular resource management policies, say a particular combination of crops, a particular combination of ore and industry products, a particular mountain tourist development program, with such and such an infrastructure and investment costs. These policies need information that only small scale specialized resource studies can produce, calling for a bottom-up planning effort and an inter-municipal co-ordination on a perfectural level. At the same time, bottom-up planning is the only way to secure the mobilization and participation of local human resources. It is therefore, unexplainable why the official planning authorities insist on believing that bottom-up perfectural planning can be omitted and sustainable development be achieved only with discussions and round tables on regional, state and European levels. My introduction will develop the above items, with reference to perfectural planning studies committed by our firm through the last three decades.

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PLANNING FOR WASTE MANAGEMENT IN METROPOLITAN BANGALORE, INDIA

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In the Bangalore Metropolitan Area, as is common in every city in India as well as in any developing country, Solid Waste Management (SWM) is beset with the problems of inadequate funding, deficiencies in the training of manpower, public apathy and inadequate tax effort by civic bodies in change of waste management.

Since the City of Bangalore is one of the fastest growing cities in India, the problem of population influx not only from the surrounding rural areas but also fro the other parts of the country has adverse impact on the available resources. This influx is manifest in the growth of slums as well as their number. The problem of providing SWM facilities to slums is particularly difficult thanks to the generally unplanned structure of tenements and access paths to these.

It is intended to make an appraisal of the role of various NGOs drawing sustenance from the very people of Bangalore in supplementing SWM at various levels and ways. From planning, organising, funding to actual execution, how these NGOs are vigorous in educating the general public and the various official functionaries in managing solid wastes, with possible emphasis on recycling is an important question.

In the era of economic liberalisation and privatisation, SWM is amenable for enhanced private sector participation. This issues from private investments in the collection and processing of solid wastes. Possibly, the processed waste is utilized by agriculturists as manure and by builders as building materials and for reclaiming land. The land, particularly in the interior regions of the city is a very scarce resource.

The main aim of this article is to understand the state of Solid Waste Management in the City and make suggestions to improve the planning strategies, legislation, rules thereunder and provide guidelines to enhance the quality of urban life in Bangalore.

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THE THEORITICAL WORLD OF SUSTAINABLE DEVELOPMENT ACCORDING TO THE METAPHOR ANALYSIS

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Critical review of the vast literature dealing with 'sustainable development' (SD) revealed a lack of a comprehensive theoretical approach for understanding its complexity. The purpose of the paper is to propose a theoretical approach for understanding the various bodies of knowledge of SD and to identify its metaphors. Methodically, the paper proposes 'metaphor analysis' which is innovative, systematic and iterative process, which is based on three major elements: Deconstruction of the multidisciplinary literatures of SD such as ecology, economy, urban studies and geography; synthesis of topics that seem to have close or identical themes; and identification of symbolic meaning of certain themes and concepts and giving them metaphoric names. The metaphor analysis identified eight distinct metaphors which composed the theoretical world of sustainability: (a) The Ethical Paradox Metaphor, which is placed on the core of the theoretical world of SD, represents the ethical conflict between development that requires active intervention in the natural capital and sustainability that represents long-term durability of the natural capital; (b) The Utopian Metaphor represents the utopian approaches to sustainability, such as the "Justice City," the "Self-Reliant City" and the "Independent Communities;" (c) The Natural Capital Metaphor deals with the flow and change of the natural resources on the planet, and how economic activities are exhaust these resources; (d) The Time-Space-Energy Compression Metaphor deals with spatial implications of SD, how it produces new planning approaches for the human settlements form, and the reduction of spatial mobility and space intensification, which contributes to a decrease in travel time and the subsequent minimization of energy use; (e) The Equity Metaphor represents the "socialistic" aspects of SD and how it disadvantages groups such as the poor and women; (f) The Dichotomy Metaphor between First and Third Worlds represents the vast differences between developed and developing worlds in terms of their environmental agenda and their technological progress for treating environmental issues; (g) The Managerial Metaphor deals with the natural stock management in various levels; and (h) The Absent Cultural Metaphor represents the absence of cultural aspects from current SD approaches and discourse, and deals with the domination of SD by Western culture.

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INTEGRATED REGIONAL COASTAL PLANNING: THE EXPERIENCE OF THE NORTH WEST OF ENGLAND

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The 1990s saw an upsurge of interest in the fields of regional planning and of Integrated Coastal Zone Management (ICZM) in Europe and in the UK. The growth of the region as an appropriate tier for planning activity has been underpinned by a number of factors. These include: the adoption of the region as a common denominator of sub-national government within the EU; the growing importance of regional funding regimes; and, the increasing focus on regional competitiveness. In parallel, the understanding of the need for ICZM has been promoted by, for example, the European Commission's Demonstration Programme on ICZM, which has reached the stage of a draft Proposal (2000) for a European Parliament and Council recommendation on the implementation of ICZM in Member States. Such developments have been represented at the national and local scale, most notably in England in English Nature's "Estuaries Initiative". The outcomes of such initiatives have underlined the complexity and inter-related nature of the environmental, social and economic issues facing coastal areas, but also the role of the regional/territorial scale in developing effective management responses that connect to spatial planning and relate national and local policies and activities. This paper explores such issues in the context of research by the authors and other colleagues to develop guidance for integrated coastal planning of the North West of England (Kidd, S., et al., 2000) as part of the review of the North West strategic planning guidance (NWRA, 2000). It outlines the methodology adopted of an appraisal of coast-related plans, the definition of the 'coastal zone' topic-related focus groups and the development of a vision-led strategy comprising policy recommendations for the environment, the economy, for communities and for accessibility. It concludes with an evaluation of the take-up of the research into draft revised regional planning guidance (NWRA, 2000) and the scope for its use in the light of the changes proposed by the Government's recent Green paper on the planning system.

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PALERMO: AN ECOLOGICAL STUDY FOR THE "REFOUNDATION" OF A "JEOPARDISED" CITY.

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Nowadays the image of a city, and even more so of a big city, shows areas which, with the passing of time, have melted without any given clear link, especially since the time when the urban areas have begun sprawling into the non-urbanized areas, thus triggering processes of total urbanization and widespread corruption of nature spots. Much of the territory which today is occupied by this urban sprawl, outskirts included, was up to a few years ago a place where natural and anthropical signs could share a common and balanced language. Nowadays it is hard to construe those signs or even find out their original pattern. Before venturing upon the design of an area and planning both urbanized and non-urbanized parts of it, a complete and thorough analysis of this place is desirable beforehand, and it is very likely that we could bring up again those visible, but no longer evident, signs, by highlighting their values (historical, cultural and environmental) and use them to re-design and re-define space: in other words, to try to re-found a city. All this can be made possible by sticking to the suggestions of urban ecology and its underlying principles: sustainable development and indicators of environmental sustainability. The recent history of planning and new thinking in the field of urban and regional planning contain, even though not always in explicit form, enticing suggestions for the development of new ideas for ecological corridors and networks in and around urban areas. Moreover, the so-called environmental issue is more and more tightly linked to running and managing the territory, also thanks to some sort of interdisciplinary "contamination" taking place within the Italian town-planning legislation as well. As a matter of fact, we have witnessed a shift from landscape and environmental values to ecological values: hence the study of ecological systems has become integral part of the study of the urban system. The draft of the General Variant to the Master Plan of Palermo, even though not initially conceived on the above-outlined principles, may be seen as an opportunity for the city itself to carefully think over its identity, values and landscape wealth which, in the recent past, have been neglected.

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THE TERRITORIAL ECOLOGY: A MEANS FOR ORIENTED DESIGN BASED ON THE MATRICES OF FUNCTIONAL RELATIONSHIPS IN COASTAL AREA

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The model used to interpret territorial phenomena identifies distinct *units* called as *Ecologies* representing the territory's structural elements. These extrapolate explicitly the matrices of functional relationships within the geo-environmental system in which activities and urban transformation, interacting dynamically with the context's natural processes, play an important evolutionary role. In this light, the unit represents part of the territory with a specific meaning in relationship to a particular and complex system of relations among processes like the geo-environmental, settlement, agrarian-forest and social ones. In this context, the evolution of coastal space is the result of the interaction of multiple environmental factors belonging to the continental and marine systems; these systems reciprocally add upon and affect one another through complex and sensitive functional relationships with the settlement system. The analysis of the relationships between geo-environmental dynamics and urban activities and transformation identifies critical processes as dynamic expressions of the contradiction between the resource's durability, on the one hand, and its use, on the other - definable as the interruption (non-reversibility) of the energetic *trend* in the evolution of a specific geo-environmental system. The plan's instruments for territorial analysis, applied in the Cagliari Province Regional Plan, are structured around to the identification of interactions between processes of transformation of settlement space and environmental ones, with the goal of representing potential scenarios of "crisis" such as possible evolutionary consequences generated by alterations in the dynamics of the littoral system.

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WATERSHED PLANNING AS A LANDSCAPE PLANNING APPROACH. A NORTH AMERICAN PERSPECTIVE

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This paper introduces watershed planning as regional planning strategy employed in the United States. The paper traces back the history of watershed planning in the States. It conceptualizes the variety of goals and activities and the different organization forms of watershed initiatives. The paper links watershed planning to recent trends in the planning theory discussion and finally presents to case studies as illustrations of this planning approach.

Watershed planning can be traced back to the regional planning activities of the early 20th century. Today watershed planning is a landscape planning approach, which bases planning activities on geo-hydrologically defined entities rather than planning units bound by political or administrative borders. Watersheds planning may occur at the level of a small sub-watershed or at the level of a multi-state major basin. The activities involved in watershed planning include punctual projects as well as conceptual aerial analyses and designs. The participants in watershed projects range from political leaders and administrations to the public, from non-government organizations to expert contractors.

Watershed planning can be defined as a landscape planning strategy (Briassoulis 1988, Ahern 1995). Although based on an ecologically determined area, activities carried out in watershed projects are not limited to natural resource planning but often comprise planning for cultural landscape elements as well. Watershed planning is a collaborative endeavor, outreach and public education being a major component.

The breath and complexity of the watershed planning approach will be illustrated through two cases, the Massachusetts Watershed Imitative and the Chesapeake Bay Watershed.

This presentation will be of interest to academics and practitioners attempting to bridge the gaps between landscape planning and planning theory and individuals interested in the many dimensions of spatial planning concepts employed as planning strategies.

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INNOVATIONS IN SEISMIC DISASTER RECOVERY: CASES OF RECOVERY PROGRAMS FROM CALIFORNIA CITIES AND THEIR APPLICABILITY TO DEVELOPING COUNTRIES

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The California region provides useful insight into cases of seismic risk planning and management. In 1989 and 1994 two seismic events occurred in California: the Loma Prieta earthquake of 1989 in the northern part of the state, and in the southern portion of the state the Northridge event in 1994. These two seismic events resulted in severe structural damage in several cities in each region.

In each region a number of cities initiated programs designed to hasten the recovery of their community. These community efforts offer us the opportunity to learn more about the planning, management and implementation of recovery programs. The proposed paper focuses on several of these communities' programs and draws lessons that may be used in other nations and regions.

The California cities studied offer an interesting mixture of governmental (public) and private sector cooperation in recovering from significant earthquakes. The communities studied reveal interesting differences in the institutional, economic, participatory and environmental policies aimed at speeding recovery and redevelopment of a livable environment. In addition, the role of the federal, state and local governments is analyzed to demonstrate the different responsibilities and the applicability of the study to other communities.

One major focus of the paper will be the innovative design practices and policies that resulted in more effective management and implementation of recovery programs. Finally, the findings from the study are placed into a larger conceptual framework for recovery that assesses the usefulness of the findings for other cultures that are prone to similar types of events.

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ENVIRONMENTAL LEADING PLANNING AND DEVELOPMENT: A BRAZILIAN EXPERIENCE IN ILHA GRANDE, RIO DE JANEIRO

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Ilha Grande is considered an ecological shrine. It's the biggest island of the Rio de Janeiro State and the third island of Brazil. Its name was given by the Tupinambás native Indians, which were called originally Ipaú Guassù. It has 174 km², a wide vegetation of Atlantic Forest and also a 45 km² ecological park, which belongs to the Biosphere Reserve by UNESCO. The development of this region has peculiar characteristics connected to the history of Brazil. In 1,504, the first Portuguese inhabitants arrived at the island and set up a commercial warehouse which became a smuggling supply stop of gold and silver for Europe. From this time on, as the development of the island was starting, it was based upon the agriculture and fishing. Due to its strategic location, the performance of the State towards the island, has restricted itself to the prison institutions implemented there, for over a century. This fact definitely marked the image of the island and therefore delayed the development of the economical activities in the market place. In 1,981, the growing national worry at the environment management was determined by the settlement of a national politics which had the region turned into an environmental protection area. In 1,994, the government transferred the Cândido Mendes penal institute, which was just closed down, to the Universidade do Estado do Rio de Janeiro, UERJ, having the intention of promoting the development of research activities oriented to the environment. This penitentiary is remarkable in the Brazilian history for sheltering political prisoners during the military dictatorship, which started in the country from 1,964 up to the mid of the 80th decade. Recently, the Federal, State and Municipal governments united efforts in the sense of planning the development of the island. They established the first adjustment of environmental conduct focusing on correcting environmental damages already found, coming from the lack of planning, organizing the occupation and promoting the infra structure for the development of economical activities, specially tourism oriented. These activities have a share in the research activities of UERJ. The work presents the project of UERJ in full details.

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BROWNFIELDS DEVELOPMENT RESEARCH AND CROSS BORDER ACTIVITIES

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Brownfields are old, idled, abandoned or underutilized industrial or commercial properties where real or perceived environmental contamination is deterrent to the future development of the property. Brownfields are concurrently a liability and asset to the communities in which they sit and because of the dichotomy, there is a confusion over the best way to proceed with property development.

Because of the environmental, economic and social potential captured in these sites, there is a benefit to overcoming the barriers and developing these sites as quickly as possible. In Czech Republic, Poland, Slovakia and Hungary, there are many such post industrial sites that harmful to the environment and that the public, but also an opportunity for creation of jobs and general economic growth.

The research program of the Department of Urban Engineering of the Faculty of Civil Engineering VSB-TUO comprises the common brownfields development issues.

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IMPLEMENTING SUSTAINABLE DEVELOPMENT: CONTRASTING IDEALISED SYSTEMS AND UK GOVERNMENT ASPIRATIONS.

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This paper demonstrates how idealised systems for the implementation of sustainable development can throw light on the direction of contemporary policy.

The Capital and Capacity approaches offer contrasting idealised systems for the implementation of sustainable development. The more widely discussed Capital Approach uses money as a measuring rod. It proposes the universal application of cost-benefit analysis to ensure that all projects and programmes meet sustainability criteria. The alternative Capacity Approach relies on measures of the globe's capacity to determine 'fair shares' for each geographical area. This approach requires that local policies and programmes are prioritised, and developments limited, such that the local share of global capacity is not exceeded.

In this paper, the principles, problems and applications of each approach are compared. A recent UK policy document is then examined through the lens of these different approaches in order to indicate the direction of UK government policy in relation to sustainable development. The paper highlights how central tenets of the capital approach are rejected by the document, while favour is shown to *some* key elements of the capacity approach. Nevertheless, the analysis demonstrates the large gap between idealised systems of sustainable development and the aspirations of the British government. The paper concludes that, though idealised, systems for the implementation of sustainable development facilitate the critical examination of contemporary environmental policy.

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THE LOCAL ARTICULATION OF CONFLICTING LAND USE: ECONOMIC DEVELOPMENT, ENVIRONMENT, AND AMERINDIAN RIGHTS

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The Brazilian government has promoted development in Amazonia for over 40 years. Nevertheless, improvement of rural conditions has been limited. Although tropical deforestation has been the premier concern in discussions about Amazonia, this paper focuses instead on the human dimensions of development, and the apparent failings of land use policy in the region. In so doing, the paper argues that what we observe today represents the consequence of conflicting development strategies, brought about by shifting national priorities that were influenced, in part, by international pressures. The paper makes this argument by first presenting an overview of development strategies pursued since the mid 20th century, followed by a description of shifting national priorities linked to pressures from the international community regarding indigenous rights and environmental concern. Finally, this paper presents a GIS-based case study focused on the State of Para, demonstrating the spatial articulation of contradictory land use policies and showing the overlap and conflict between competing interests. These spaces of conflict are supported by actual accounts of disputes at the local level.

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PEACE PARKS IN SOUTHERN AFRICA: TRANS-BORDER CO-OPERATION

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In a rapidly changing world, many people search for a sense of permanence, meaning and spiritual stimulus. Eco-tourism provides for some of these as well as stimulatingcuriosity about flora, fauna and remote regions. With increasing population pressurethere are serious conflicts between sustaining resources and maintaining biodiversity.

This paper discusses the origins of trans-border Peace Parks in Southern Africa and outlines their objectives. Problems such as regional co-operation, socio-economic development and ecological management are mentioned as well as a planning processof parts like advocacy, facilitation, capacity building and funding. Case studies of existing and proposed Peace Parks are discussed like those between South Africa and Mozambique or South Africa and Botswana (Kalahari). Reference will also be made to Heritage sites like the St. Lucia coastal park, Robben Island (Mandela's prison) or the Drakensberg on the border with Lesotho. Vast, remote areas like these parks require special maintenance and international co-operation also great care is needed to involve the local population in a balance between development & sustainability. These parks are not a "nice idea" or "soft option" but is a unique attempt at cross-border planning and co-operation. They are still in their infancy and time is needed to gain experience and feedback on such joint ventures. Colour slides will be used for illustration.

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FRAMEWORKS AND FUTURES: RESPONSES TO CLIMATE CHANGE AT THE REGIONAL LEVEL

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Recent promotion of the concept of sustainable development has emphasized the integration of social, economic and environmental aspects of development decisions. This emphasis has deflected attention from another crucial element of sustainability, namely its focus on long-term perspectives, and on giving serious thought to the needs of future generations. Land use planning or spatial planning has lost its utopian strand, and makes limited use of forward-visioning and scenario-development at local, regional and national scales. One possible tool for addressing this deficiency, recently introduced into the new governance for English regions, is the Regional Sustainable Development Framework. These are intended to set out the vision for the region, to propose objectives, indicators and targets, and hence to provide a framework for the Sustainability Appraisals of other regional strategies. This paper reviews the extent to which they offer forward-looking visions in the context of emerging concerns about climate change. It examines the RSDFs' responses to climate change, their adoption of objectives and indicators relevant to climate change, and their identification of the climate change challenges and solutions. It concludes that climate change is being factored in to the elements of the Frameworks, but that they still take a very short-term view of possible conditions and possible actions. The paper argues that more attention needs to be paid to ways of generating and considering a range of possible futures. It describes one such initiative, commissioned by the UK Climate Impacts Programme, on socio-economic scenarios for climate futures, and concludes that such scenarios should be specifically considered in drawing up regional frameworks.

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MANAGING THE RISKS OF REDEVELOPING CONTAMINATED PROPERTIES: ENVIRONMENTAL INSURANCE INNOVATIONS IN THE UNITED STATES

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Industrial and commercial development has left a legacy of urban properties polluted with petroleum products, heavy metals, and toxic chemicals. The mitigation and reuse of contaminated sites has become a central concern of urban planners, government entities, and community organizations. Redeveloping the sites is key to generating tax revenues and jobs, protecting human health and the environment, and preventing new developments on farmlands and wildlife areas. Regeneration of the properties, however, is impeded by uncertainty about cleanup costs and the exposure of owners to liabilities for bodily injury, property damage, and natural resource damages. Moreover, concerns on the part of community organizations and environmental protection agencies in the US have intensified over safeguarding 'risk-based' cleanups. When such cleanups are conducted, contamination is left in place, contained by engineering controls (such as asphalt caps) that are protected by institutional controls dictating future land use (such as property deed restrictions). The problem, however, is that no reliable institutions exist to monitor these controls in the future. This paper discusses the potential of innovative insurance products designed to manage these risks and examines structural factors that account for the underutilization of the coverages by local governments. Data are presented from research conducted for the US Environmental Protection Agency and the Lincoln Institute of Land Policy with insurance company executives, local government representatives, and private redevelopers.

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CAN WE LIVE WITH PLURALISM? TOWARDS A CONTEXT-SENSITIVE DEPLOYMENT OF MULTIPLE DECISION RULES IN ENVIRONMENTAL POLICY EVALUATION

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Research presented in this paper examines how one might deploy multiple decision rules-such as a Cost-Benefit Rule, Cost-Effectiveness Rule, the Safe Minimum Standard, and the Maximin rule, for example-in a way that might allow more flexibility and greater sensitivity to contextual aspects of environmental problems. Departing from the usual approaches to valuation that assume all legitimate expressions of environmental values can, in principle, be reduced to a single type of value, the proposed research couples value pluralism as a working hypothesis with an experimental attitude toward expressing environmental values. Experimental pluralism accepts that environmental values-for the foreseeable future, at least, will be expressed from varied interest perspectives and in multiple vocabularies. The general research questions to be addressed are: To what extent can second-order decisions regarding the application and weighting of multiple criteria be formalized? And, to the extent they cannot be formalized, can we specify decision processes that are likely to achieve a "cooperative" (i.e., mutually agreeable) solution? We apply these combined theoretical insights to articulate and test empirical hypotheses about cooperative and uncooperative behavior of drivers whose cars fail emissions tests in the Ozone noncompliance area surrounding Atlanta, USA. Most importantly, we construct "context-sensitive" meta-level games of conflicting stakeholders to model the second-order decision-making and operationalize the proposed framework through its empirical application in Atlanta Airshed.

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TRACK 9

URBAN DESIGN AND PHYSICAL FORM

Co-chairs:
A. Gospodini - O. Taner

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IRONIES OF CONTEMPORARY PUBLIC SPACES: AN INSTITUTIONAL ANALYSIS OF LOS ANGELES AND RUHRGEBIET

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There is a supreme irony in the way public spaces are being conceived, designed, marketed, and used in countries across the Atlantic today. This irony is particularly apparent in the public spaces that are created around the theme of entertainment and shopping. In large metropolitan areas these settings typically serve as nodes of activities that offer opportunities for flanerie, public life and social contact, in settings ostensibly designed for shopping and entertainment. We present here an institutional analysis of two such public spaces in the Los Angeles area and the Ruhr region in Germany from a comparative perspective. The Third Street Promenade in Santa Monica and the CentrO shopping area in Oberhausen are the focus of our comparative analysis. The Third Street Promenade in Santa Monica is a retrofitted shopping street that has become a successful destination in recent years. The CentrO shopping centre, one of the largest in Europe, is near the Gasometer Oberhausen, a relic of the Ruhrgebiet's industrial past, and one of the many projects undertaken by IBA (Internationale Bauausstellung) to reuse abandoned industrial sites of the Ruhr for public purposes. These two projects, however, represent interesting role reversal. While the Third Street promenade has been retrofitted in the images of pedestrian streets of the European town centres to capture the urbanism missed and much cherished in America, the shopping centre at the Gasometer Oberhausen is modelled after the ubiquitous American shopping mall, whose banality and ubiquity has become the target of much scorn among such urban critics. The irony is particularly beguiling when we consider the fact that the production of public spaces in the U.S. context has been historically challenged by the advocacy for market alternatives and financially constrained by fiscally weakened local state, while in Germany it has been possible through major initiatives of a strong and active state with a dominant public ethos and claims for civil society.

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THE IMPACT OF LAWS AND BUILDING REGULATIONS ON THE URBAN MORPHOLOGY IN RESIDENTIAL COMMUNITIES IN CAIRO.

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This paper examines urban changes in residential communities of Cairo. The urban character in most of these communities is disappearing, thus creating an architectural chaos, a mixture of uses, traffic conflicts, and environmental problems. These symptoms affect the real estate market and consequently the urban morphology of the built environment .The main objective of this paper is to discuss the causes of changes and mutations occurring in these communities, and to identify the main morphological elements and architectural aspects that reflect the resulting disorder in Cairo districts. The paper assumes that the actual laws, and the building regulations, together with the economic pressure, are responsible for the actual urban product characterized by disharmony, contradictions and lack of aesthetics. The paper is structured in 3 parts: The first part explores the theme of Urban morphology that is conceived not only within its physical aspects, the social and economic impacts are also tackled. The second part attempts to highlight the relationship between planning laws and building regulations and the resulting urban form within the Egyptian context. In the third part the authors analyze and compare samples in residential communities in Cairo that emphasize factors affecting the urban dynamic change. The actual urban morphology of the studied samples is understood by explaining the evolution of regulations and their direct and indirect impacts on the urban product.

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RE-ASSEMBLING THE CITY, A CASE STUDY OF RENEWAL PLANNING THE NETHERLANDS

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The creation of urban form as it emerged in the wake of CIAM modernism, voluntarily broke with processes and structures imbedded in earlier tissues: adaptive-regulation of form; incremental change; and the cohesion of building, plot, and street-block. Both memories, the modern and the pre-modern, are still present today in planning practices and in the urban fabric. However, the emerging city diverges from both preceding stages. In plans and in the built environment, the procedural and the substantive are re-assembled differently.

Examining practice is a way of making sense of this re-assembly. The example chosen is a high rise housing estate in Amsterdam: the Bijlmer (1966-1975), once emblematic of CIAM urbanism. Differences between modern and post-modern are especially apparent here: the estate is mid-way in an elaborate renewal that will by 2007 replace most of the high rise blocks with low-rise individual housing. On the substantive side, planning and building occur within two distinct operational fields. The one is of everyday housing. The second is manifest in the nodes of offices and shopping of the polycentric city. Between the two, super-grids - supply forms of road, rail, or parkland serve to separate, connect and filter. On the side of process, the current plans for housing are negotiated creations, with a potential role in shaping civil society.

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IMPLEMENTING CONTEMPORARY SPACE DESIGN IN HERITAGE SITUATIONS: PROBLEMS AND ADVANTAGES FROM A SOCIO-POLITICAL PERSPECTIVE

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High standards of good urban design are believed to be important for sustainable and lively environments. When urban areas fall into disrepair the amenity of such areas fall. Living standards tend to drop dramatically, which leads people to move out. In response, many countries produce design guidelines. However, how good urban design can be evaluated and how planning, politics and design of public spaces interfere, is a not well investigated area. This paper explores the interaction between politics, planning process and the design of public spaces from a historical perspective. The issues of sustainability and "good" urban design will be focused on and how a spaces design influences people in their use of it. Awareness of these relationships seems to have diminished during the last two centuries in design practice. For brevity, these relationships will be highlighted by discussing two historic examples of public squares - Piazza del Campo (Siena, Italy) and Place Vendome (Paris, France). Both squares are well known within the urban design community and are commonly regarded as being good urban design. The two plazas are chosen as they were built in different centuries under different political backgrounds. The connections between the political agenda and resulting spatial design of both squares will be discussed. It will be highlighted how people in historic times used the squares and how, until today, design determines how people use these squares, although the underlying political and social situations are different. Issues will be highlighted that need to be considered in the current urban design debate which is ongoing in political and professional circles.

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BERLIN. PLANING IN A POST BORDER CITY. BORDER EXPERIENCES IN FRIEDRICHSHAIN-KREUZBERG

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Berlin was like no other city a city of borders, *the* most prominent border city of the Cold War. Nowadays it is a post border city. Berlin is a masterpiece of borders and border experiences. This lecture draws the attention to a new district in Berlin's inner city along the former German - German border, which was recently set up as a model district of the reunification. *Friedrichshain- Kreuzberg* located along the *Spree* river and connected by the *Oberbaum* bridge, a former crossing point. But following the arguments of this abstract cross border exchange can not take place in *Friedrichshain-Kreuzberg* because of spatial requirements that are not given. As long as spatial borders, boundaries and transition zone are not taken into account *Friedrichshain* and *Kreuzberg* can not coalesce.

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THE MULTI - LAYERED CITY- AN ALTERNATIVE URBAN DESIGN PARADIGM

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This paper intends to present an alternative and comprehensive framework of principles to be characterized by the following:

- Urban development of existing cities will be limited to their existing boundaries, resulting in significant densification, and that by a novel way of exploitation of the 3D - space, for built volumes as well as for services and infrastructures.
- Introduction of a novel definition of the inter-relations between the built and the natural environment.
- Introduction of a novel normative attitude towards the public space and striving to preserve the classical city values and its more distinguished solutions, while coping with the emerging new morphology.
- Suggesting a transforming mode of land control and ownership, to emphasize air-rights to buildable volumes in space, rather then ownership of ground attached area.
- Suggesting to adopt a different normative approach to exploitation of space an the ground resources in particular, and that by introducing a new code of priorities, judged and evaluated by the function's fundamental servicing obligations.

This alternative conceptual approach, which the authors are calling: **the multi-layered city**, leads to exhaustive exploitation of the available urban land resources and air-rights, and requires design adjustment of all familiar solutions and phenotypes to the new spatial and morphological regime, thus bringing into discussion 'bridge avenues', '3D spatial squares', 'vertical parks', 'sky promenades', '3D pedestrian grids' and so on.

The paper will be accompanied with conceptual schemes, cross sections and illustrations, trying to visualize the envisioned reality.

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APPLICATIONS OF INTERNATIONAL AND TRANSNATIONAL PLANNING CONCEPTS IN SELECTED URBAN SETTLEMENTS OF BOTSWANA: CRITIQUE AND PROSPECTUS

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Several contrasting spatial planning patterns characterize the majority of urban settlements in African continent. These are indigenous or pre-colonial, colonial and post-colonial settlement forms. Only pre-colonial settlement morphology is something that evolved without the infusion of foreign planning ideas and concepts. Some distinctive and original traditional physical features are still present in some African cities of today. However, the dominance of western and other borrowed planning doctrines and ideologies is shaping African horizontal and vertical urban skylines.

Similar to other African countries, Botswana's semi-urban scenery was not immune to planning concepts invented and used in the developed world. In most of the cases such approaches neglected local philosophy of settlement locating, physical and social structuring, and development. It has been argued (Wareus, 1994), that two functionally and physically ambivalent morphologies occur in major urban settlements. As result of "modern physical planning" that can't fit local sustainability needs, there appears to be an overlap between the sense of place felt by planners trained abroad and in the country, as well as expatriate planners who have been gap-fillers, since the country's independence in 1966.

Constructing visions for future settlement planning in Botswana is the guiding idea of this paper. In addition, the objective is to critically appraise current planning practice and its influence in shaping major urban places. The unity and artificial planning togetherness, which has been practised for years, needs revision and transformation from the point of conflicts and potential autarchy, towards the ambient of collaboration and mutual coexistence. Can these new marriages yield results and to what degree the new "sustainable urban form" can be derived from joined domestic, transnational and international efforts? These are the questions, which this paper tries to examine.

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FRAGMENTS OF URBANITY. ENVIRONMENTAL PLAN IN A BORDER AREA

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Metamorphosis of urban environment shows the inadequacy of the traditional spatial analysis methods used to understand the urban reality within a project oriented view. Such inadequacy emerges, above all, in border situations, in marginal areas around the compact city. The outskirts confirm new relations between human and urbanized context. They offer new ways to look at the city and they need a different kind of observation as well as new interpretative categories, to explore the transitional spaces and the behaviours that take place.
The experimentation of a new planning method, based on space perception and on different ways of observing and describing the urban transformation, helps to let the unexpressed potentialities and the new paths to emerge from the context, in order to design the space.
In this paper, the research field is represented by a border situation between natural and human environment. The infrastructures of an abandoned industrial dock have deeply notified the natural processes and the features of the system.

The new geography and the new spaces, determined by this great infrastructure, testify unusual ways of space appropriation, which can be studied through a phenomenological analysis. By a progressive observation of spatial behaviours and by comparing different perceptions of places, expressed by temporary users and by inhabitants, it is possible to define new psycho-geographical in interpretative categories that can reveal those processes not decoded by traditional representations. This planned path outlines new sceneries that contribute to create a shared planning method where the planner favours, through his own technical knowledge and ethical intent, new hypotheses of organising the space and new communicative processes, where different individuals meet and organise themselves to construct the common evolution processes of their own life space.

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TOWN CENTRE VS. OUT-OF-TOWN SHOPPING: THE IMPACT OF NEW RETAIL LOCATIONS ON TRADITIONAL TOWN CENTRES CASE OF IZMIR - TURKEY

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Retail sector forms a significant part of the urban economy. However, within the last decade, the deficiencies of the legal arrangements in planning sphere have caused an unplanned and uncontrolled development on specific axes of the urban environment in Turkey. With the destructive effects caused on the traditional retail pattern prevailing in the town centre, it is now explicit that these kinds of developments should sensitively be scrutinized as they play an efficient role in manipulating the physical environment and urban economic development.

The adoption of a more liberal economic policy in Turkey after 1980s and the increase in the usage of credit cards have caused the development of a western style shopping pattern in Turkey. These centres, which involve shopping and social activities in the same place, have initially concentrated in the town centres at the end of 1980s, and then in out-of-town locations specifically on main transportation routes through the 1990s. Urban decentralization, advanced transportation links, the irresistible increase in car ownership and similar factors have begun to threaten the position of town centres that hold the spatial monopoly in terms of retail trade. However, the retail sector has significant contributions to the image of a 'living city'. The crisis in the sector, immediately becomes the problem of the central area as small retail firms face a strong competition by the opportunities offered by out-of-town shopping centres and outlets.

On the other hand, shopping centres developed in out-of-town locations have caused significant changes in both shopping habits and spatial organizations. The facilities offered by mega-scaled shopping centres have made the shopping activity more efficient for the consumers, whose basic concern is the time restriction. Have accelerated the life span of small shops especially in traditional city centre and played an active role in shaping the urban development.

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URBAN ENTERTAINMENT CENTERS: THE NEW MANUFACTURED ENVIRONMENT

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The regional shopping mall has not only become a common and widespread form of retail format, but one that is gradually losing its polish. New concepts in retailing that are winning ground include warehouse clubs, factory outlet centers and urban entertainment centers (UECs). While planners often view the former with suspicion (if not outright aversion) due to their potential harmful impact on town centers, the latter are often welcomed as potential benefactors of the city. UECs are large-scale integrated commercial projects that seek to integrate shopping, tourist and leisure functions, and promise a wide catchment area. Public money is frequently redirected to support such projects, and public-private partnerships set up to facilitate their development. But what is the effect of this on the urban environment? And how are these projects integrated, if at all, into the existing urban structure? This paper will explore this issue by examining the developmental history and effects of two such projects (CentrO Oberhausen and ArenA Boulevard Amsterdam), placing it into a wider context of retail planning policy in the respective countries.

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DENSIFICATION PROCESSES IN VIETNAM; GLOBALISATION AND TRADITION IN THE URBAN FRINGE OF HANOI

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This paper presents the case study of the corridor developing between the urban edge of Hanoi and the satellite Hoa Lac situated 30 km southwest of the city. The study analyses how global processes of competition, accumulation of knowledge and capital are triggering and at the same time being assimilated, by local and regional processes of urban management of capital, knowledge and networks. Analysed is how these processes are shaping the densification of the physical space in the urban fringe of Hanoi.

Hanoi is capital of a country in transition from a planned to a market economy, and victim of too low salaries and unclear policies. Top down policies give local governments full responsibilities, which creates many niches for corruption in regulations related to land-rules and land ownership. Consequently the status of land can semi-illegally be changed, which immediately defines the future urban physical growth of Hanoi. Rigid top-down zoning without mandatory has resulted in the multiplication of informal housing outside any system of control, fuelled by a dynamic real-estate market.

The corridor to Hoa Lac presents first how external models introduced to connect with the global world; a high-tech Park, the Seagames 2003, a University Area and New Residential Quarters have become catalyst for speculation with land by rich Hanoians. And it secondly presents how this corridor in the near future will be densified - informal housing will continue the traditional densification processes based upon the growth of villages, paddy fields, and the dykes and water system.

The paper is questioning the meaning the urban planning disciple in a rapid urbanising country as Vietnam. Instead of working against global and local political, social and environmental processes, the paper tries to detect how the urban planning discipline can have a role in bending and shaping the trends and processes that are constructing the physical urban space.

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EUROPEAN CITIES GLOBALIZING THEIR LANDSCAPE; PLACE-IDENTITY, INNOVATIVE DESIGN AND NEW 'LOCALE'.

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Scholars concerned with different aspects of cities (formal, spatial, social, economic) converge in pointing *place identity* - the city's distinctive characteristics - as a powerful means to play right with intercity competition in the era of economic globalisation and European integration. To enhance place-identity in European cities, European Union and local governments have been supporting *built heritage*; financing research and projects on conservation of buildings and historic urban cores. Since European cities are nowadays more than ever transformed into multi-ethnic and multi-cultural entities, is built heritage - usually reflecting national identities and often exhibiting common morphological properties - still capable to spatially represent contemporary European urban societies? What might additionally be an effective means for creating place-identity in contemporary European cities?

This paper examines the potential of *innovative design* to reflect in space post-modern cultural pluralism, create new place-identities and consolidate new social *'locale'*. It develops the argument that by creating experimental *new types of public space*, avant-garde design schemes first, allow themselves to divergent interpretations by individuals and second, become new landmarks both enhancing place identity and promoting economic (especially tourism) development of cities. In these ways, they offer *'membership'* to all social groups and generate new social *'locale'*.

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PLANNING FOR MIND AND BODY

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The justification for spatio-physical planning techniques is elaborated in this paper. Local planning formats are required that encourage dynamic tensions between complexity and coherence within defined spatial units. The powerful zoning tool must be redirected away from land-uses and toward delineating networks of spatially distinct character zones.

Preferences are found to exhibit considerable constancy across people and cultures. To support survival, an animal must prefer environments, or spaces, that are suited to its purposes. In the built environment humans purposes are either to do a specific thing, hence requiring spatial efficiency, or be aspecific, seeking environmental stimulation. These behaviours derive from cognitive processes that seek to make sense of and/or be involved with the environment. Thus we have a preference for legibility, providing spatial orientation, and mystery, providing potentiality and possibility. To prefer we must perceive. Perception occurs through the senses, especially vision. Our visual system has evolved to focus on change (novelty/movement/information) against a redundant (patterned/predictable/known) background. Too much or too little visual information is equally dull. Urban spatial character arises from the tension between the complexity and coherence of its constituent morphological elements.

Spaces that are defined and have character elicit positive responses and enhance quality of life at the human, or walkable, scale of street and square. The opposite is also true. The need for a spatio-physical planning technique arises from an understanding of our evolved psychophysiology: the mind and body.

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TOWARDS A GENERAL METHOD FOR PLANNING SUSTAINABLE URBAN FORM

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The need for a new paradigm for local development plans has been argued by the author. The present format is constrained by thinking in terms of two-dimensional uniform land-use allocations. This limits its usefulness in negotiations and for the control of urban design. It is an inadequate tool for achieving more compact sustainable form involving a mix of land uses. Principles on which a new development plan should be conceived in terms of outlines of physical form in three dimensions are possible and should be the primary consideration. Land-use allocations would still be an important matter but secondary to the physical guidelines. The proper formulation of goals and objectives as a prerequisite for this new format. This has been a weakness in the past but this weakness can be remedied by calling upon the current desire for the pursuit of sustainability and concern for quality in design. This paper will take the argument further by showing how these ideas can lead to a general method for laying out the sustainable city and then going beyond this to generate more detailed aspects of urban form. This could form the basis of a two-tier development plan with spatial criteria lasting for 20-30 years and quite detailed physical plans lasting for 5-10 years. Examples from British practice will be given.

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REGENERATION OF URBAN COMMERCIAL STREETS: ETHNICITY AND SPACE IN THREE LOS ANGELES NEIGHBORHOODS

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Global economic restructuring and international migration have dramatically altered the socio-demographic and cultural landscape of Los Angeles. Over the past two decades many parts of metropolitan Los Angeles have been transformed by incoming immigrant groups who have modified the urban space in accordance to their cultural practices and local conditions. These 'landscapes of difference' demonstrate forms of urban adaptation and innovation that reflect the new cultural patterns of everyday life and the new social organization of cultural diversity. In the last two decades, many ethnic commercial streets have appeared in the urban fabric of many North American cities as vibrant physical and economic landscapes in the place of formerly obsolete commercial environments. This study will analyze the physical, social, and economic profile of three commercial streets that have been transformed by three different ethnic groups: the Latinos in Huntington Park's Pacific Boulevard, the Chinese on Valley Boulevard in the City of San Gabriel, and the Vietnamese in Little Saigon's Bolsa Avenue. The study is based on fieldwork research that includes: observation of the activity patterns along the street; design analysis of building typologies and architectural imagery; surveys with 122 merchants with establishments along the streets; and archival research and compilation of planning documents, business directories and newspaper articles documenting changes along the streets. The analysis includes three components: 1) it examines the architectural representation and imagery of the street to detail how the built environment is adapted or changed to reflect ethnic identity; 2) it documents the social uses and processes encountered on the street; and 3) it examines the economics of the street to understand the prospects and challenges faced by ethnic entrepreneurs. Ultimately, the study is interested in describing how ethnic streets carry on the social activities of space reproduction and representation, and their role and function within the ethnic neighborhood and the city at large.

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THE CONTEMPORARY CITY AND THE MAKING OF EVERYDAY SPACES

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Urban space is arguably a most attractive and effective vehicle to facilitate capitalist accumulation. Under the current mode of globalization, it is conceived of as a tool to sustain power, and shape, if not manipulate, social identity-it is that fluid realm overwhelmed with fake, facile, and depthless images that fall short of invoking meaningful narratives of everyday life. As such, the city becomes a collection of "theme parks," an anthology of fragmented urban spaces disguised, irrelevant, and uninspiring. Yet, despite this dreadful state of affair, pockets of resistance thrive in the city. Marginal spaces become the locations of genuine contestation of the homogenizing power of globalization-globalization being a most vivid manifestation of the contemporary stage of capital accumulation. It is in such spaces of the city that it is still possible to locate a genuine expression of the social self, to identify a sense of community, to detect an urban narrative. It is the making of these everyday spaces that this paper investigates. These everyday spaces, as I refer to them, are shaped by city inhabitants' everyday life. While various groups of people make such spaces possible, and visible, I chose to focus my attention on selected ethnic communities in two seemingly different urban metropolitan areas: Los Angeles, California, (the author's "home" for more than a decade) and Dubai-Sharjah in the United Arab Emirates (the author's new "home" for the past two years). Seeking better options in life, such groups normally converge into particular ethnic urban pockets where community support is more likely to be readily available. In their new home, they struggle to conform to the new urban, social, even cultural conditions, as they grapple with their own ethnic, cultural, and social identity. The paper will present on the author's empirical work studying these everyday spaces of ethnic character, and will connect research findings with the relevant theoretical underpinnings. While the two selected metropolitans are worlds apart, a great similarity is detected in the way these selected ethnic groups imbed the urban environment with their social identity as they go about conducting their daily life.

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URBAN DEVELOPMENT TRENDS IN POST-COMMUNIST CITIES: CASE STUDY OF BELGRADE AND ZAGREB

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Urban development activities have been profoundly influenced by political and societal changes experienced in late 1980s by most former communist countries in Eastern, Central, and South Europe. The new circumstances are characterized by market forces and private initiatives in urban development and renewal projects. This paper reviews the urban development trends in the 1990s and at the beginning of new century in Beograd and Zagreb - the capitals of Yugoslavia and Croatia, respectively. It relates the review to a more fundamental question of the difference in urban structures and patterns resulting from socialist and newly established transitional political regimes. In addition, the paper points to the unique spatial context that has evolved during long urban history in the Balkans and is still a distinct feature in both case study cities. However, in both cities the transitional processes have resulted in new urban roles and models. The new roles and models are sometimes paradoxical in terms of authenticity and adaptability of urban dwellers and their changing urban environs to them. Revised approaches to urban land and property utilization and management cause an ambivalent reaction and confusion among different actors and social groups. This calls for more professional involvement in devising the new approaches, technical evidence about the suitability of adopted models and roles, and scientific study about articulation of public and private interests in such complex societal conditions.

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THE PUBLIC SPACE IN LISBON: INTEGRATION OR SEGREGATION FACTORS OF THE PUBLIC LIFE

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Lisbon is the result of a dynamic and extended process through the city cultural, economics and social evolution that has built its image and identity. That dynamic evolution has produced effects on the urban environment, on the citizen's quality of life and on the public space quality. Those aspects are the main factors for people use and appropriate the city public space. Nowadays, some urban planning process in Lisbon has difficulties regarding the new demands associated to the physical, functional, environmental and social changes that the 80's and 90's have bring to the city. Today, Lisbon city centre needs a quick resolution for the problems identified on the urban and social issues. Some of those problems on central areas are related with the desertification of former middle class neighbourhood, the lack of social housing to accommodate the young generation, good public spaces were people can develop there civic life, insufficient or inadequate social facilities, traffic congestion, car parking problems and, recently, also some social conflicts. This paper presents an analysis of a specific neighbourhood development (Picoas Plaza) in Lisbon central area. This particular new urban development, witch has a good urban design quality, is a new public space issue for the local population develop their public life. That particular public space assumes an interesting role face up local insecurity in that particular area of Lisbon. The "Picoas Plaza" is the only public space in that central area that offers to the city population an urban environment of good quality, were people can develop the most important out-door activities (stay, walk, play and have meals). The paper also presents a critical assessment of the "Picoas Plaza" project and its urban environment concerning with the location of the site in the city and its accessibility; the quality of the public space; the heritage value of the area; the architectonic quality and specific public life aspects of the site. Finally, the paper will discuss the conditions to ensure the success of these particular urban developments on the local population public life and discuss how important those urban developments can be for the transformation of the city.

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DISTRIBUTION CAPACITY IN THE TRADITIONAL STREET GRID OF IRISH TOWNS

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This paper outlines the findings of some recent research into the street frameworks of some middle-rank Irish towns. It looks at the proximity of streets to each other across the relatively dense fabric of traditional town centres. The origins of distinct street types are compared within the relatively 'accurate history of some such settlements.

In the comparison between a number of towns significant patterns emerge and the characteristics of these are discussed against the principles of more modern urban grids in planned cities of the nineteenth and twentieth centuries in Europe and elsewhere.
Comparisons are also made between towns on both sides of the border between Ireland and Northern Ireland.
The paper is drawn from a research project currently underway at the recently-founded Urban Institute at University College Dublin.

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THE ROLE OF TOWN CENTRE MANAGEMENT (TCM) IN URBAN REGENERATION: THE CASE OF CURRENT ENGLISH TOWNS

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Over the last decade, a number of town centres in Britain have been successfully regenerated, recovering and generating commercial, social, cultural, recreational, business and residential activities (e.g. Reading, York, Peckham, and Coventry). For the promotion, redevelopment and revitalisation of town centre environments, Town Centre Management (TCM) has been playing a key role in fighting economic decline and in upgrading the retail function particularly within central shopping districts. TCM, which is a relatively new area for urban research, emerged in the late of 1980's as a distinct practice. While this concept was rapidly expanded throughout the UK in the 1990's, much of the literature has discussed TCM in relation to specific issues such as retail development (Guy, 1994), place marketing, (Page and Hardyman, 1996) and safety improvements (Oc and Tiesdell, 1998). However, the distinctive role of TCM has not yet been established in relation to urban regeneration. TCM might have the future potential of delivering urban regeneration in town centres beyond the present state of operating the schemes in terms of commercial and physical improvements. Therefore, it is particularly important to clarify the relationships between TCM and other forms of urban regeneration and to identify the application boundary between them in terms of location, objectives, operations and values for the future regeneration of town centres. This research has two aims. The first aim is to identify the particular contribution of TCM initiatives in the regeneration of town centres compared with other urban regeneration programmes and strategies. In the progress of the research, the assumption has been made that TCM might be a form of urban regeneration which is especially interested in the physical upgrading and economic revitalisation of town centre areas. In this context, the second aim is to examine the capacity and limits for TCM to deliver urban regeneration in town centres.

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LANDSCAPE'S QUALITY AS DEVELOPMENT

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The work we are going to present to the Conference is referred to activities of research realised from the DiPiTer of the University of Calabria about the process's development based on the knowledge of social cultural peculiarities, on the management and valorization of local resources (environmental, territorial and productoral ones) on not hierarchic system. A project of development that take toward positive form of collaboration, in which the territory's value and its aspect, as producer of richness, is realized through valorization and collaboration between different realities and not through rules that belong to competition and homologation. An equal and solidary process between men and environement that need efficient realization and participated project. An improvement of environment quality and an involvement of the parts, in complex territorial contests, can be promoted through the use of management instruments, among these there are ISO 14000 and EMAS regulation, both elaborated for the development of organization and environmental and management system. To reach a so ambitious finality we need to follow different and gradual levels. The consciousness of local supportability and the availability of representative models able to elaborate its complexity, is an important factor to have success in development processes. Our experimentation is about a complex territory with settled and environmental characteristics, full of historical social politic different aspects, focused on the establishment of the Media Valle of Crati the peculiar characteristics of the local society, the way of development and the historical stratification, which is behind this territorial contest, play an important rule in economic-social process of growing. What we are presenting is a model in which we can apply a gradual actions of development, through the use of changeble and participated methodology of planning, in which the changing and creation of landscape is not indifferent to the quality of the living contest, but promoter of richness.

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DESIGN OF METROPOLITAN FORM

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Design of metropolitan form (starting by the concept itself) will be discussed based on the followed examples. Recent changes in metropolitan areas are having consequences in urban developments. New poles, commercial and industrial settlements articulated with better accessibility, are the most visible effects of dynamics of metropolitanization. But also in intra-urban areas, new densities, typologies and design change the face of urban space. Urban design and physical form, are now experimenting new challenges in terms of agents, scales, social aims and expected results. Most of these processes have as main and most direct consequence the fragmentation of urban territories. The paper to be presented is the result of a research in the field of urban discontinuities and new centralities in the context of recent metropolitanization processes, taking same examples from Lisbon Metropolitan Area. Some municipalities, geographically peripheral but geometrically central, are part of the case studies. Different types of development of each bank of Tagus River made actually of south part of Lisbon Metropolitan Area, one of the most decadent areas of this territory. "Traditional" activities such as heavy industries, old residential and illegal urban areas, concentrated around those industries, in part as consequence of the process of metropolitanization, are now changing, which recently started with new accessibility to this area, created during the nineties. New urban developments are followed by programs of urban regeneration, after decades of expectation and speculation. New challenges to urban design and to local planning are designed by these dynamics in articulation with other new trends, both in large and in small scale. The appearance of inter-municipal projects, and the change of the role of private agents in local development are part of new dynamics. The significance of new urban areas, apart of the increase of population, is important in terms of: urban spaces and investments in infrastructures; relationships between projects as part of a new urban structure and pre-existent areas; the role of a low-income residential area, designed during the seventies in the rationalist tradition as a pre-existence; the opportunity created by the increase of population as the chance to almost double the most important urban area, and to create an urban structure.

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CULTURAL HERITAGE AND LAND USE PLANNING IN THE URBAN FRINGE: A CASE STUDY OF AN AIRPORT AREA

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This paper explores conflicts in land use planning related to the preservation of cultural heritage in an area undergoing rapid development, based on a current study of land use planning processes in the vicinities of Norway's new main airport, in the fringe of Oslo city. Extensive development has taken place in this area since the opening of the new airport, in 1998. The main questions raised are: What happens to cultural heritage interests in areas that undergo rapid development? To what degree have the cultural heritage interests set the conditions for the land use discourse in the area? In Norway, archaeological and historic monuments and sites, particularly those dating back to 1650 or earlier, have a strong legal protection as well as an increasing public legitimacy. However, in the protection of objects and historic traces, one often neglects to see these traces in relation to cultural environments in a broader sense. This may result in deterioration of several environmental qualities, where only a few chosen objects are protected. In a perfect planning situation, incongruent interests are taken into consideration, weighted, and harmonised. However, intrepid politicians' demand for swift results, and requirements for quick and efficient planning procedures from central authorities, implies a requirement for prompt decisions in areas characterised by rapid development. In such contexts, certain stakeholders and interests are more vulnerable than others. In conclusion, the paper indicates that cultural heritage authorities and interests often lose ground in relation to other sectors of local authorities, the interests of property developers, and demand for rapid infrastructure expansion.

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THE IMPLEMENTATION OF URBAN REGENERATION PROJECTS IN EUROPE: INTERNATIONAL AMBITIONS, LOCAL MATTERS

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The dynamic of the world economy influences the function profiles of cities. Many European cities find themselves confronted by a weakening of their economic base and have formulated a new profile for which to aim. They have tried to strengthen the profile through urban regeneration projects. Our hypothesis is that in these projects, internationalisation is the first influence to be felt. Our research indicates that this in fact turns out disappointingly, both with respect to the involvement of foreign actors and in the influence of European legislation. We operationalise the concept of internationalisation as the extent to which an international establishment climate is achieved, the influence of internationalisation and European legislation on actors, and the influence of foreign examples.

We studied six urban revitalisation projects in three countries. In the Netherlands, these were the New Centre project in The Hague and the Sphinx-Ceramique-project in Maastricht; in the United Kingdom, the Merchant City in Glasgow and the Central Manchester Development Corporation project in Manchester; and in France, Euralille in Lille and the Cite Internationale in Lyon. In each case there is a multifunctional project with housing, offices, cultural and recreational facilities with considerable emphasis put on high value public space and public transport.

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REBUILDING THE CITY OF LJUBLJANA, SLOVENIA

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The paper presents the main issues presented in the Physical development concept for the capital city of Slovenia - Ljubljana (2001) that will have a major influence on possible restructuring of the city's built-up structure. Besides amendments to the traffic system, focal points of the concept apply to contemporary urban paradigms that speak about directing development inwards. The places of development are structures that are most varied, delicate, and fragile and with recognised or respected inherent qualities. Amongst other it is necessitated by emerging spatial phenomena, ongoing transition processes specific to different societies, shifts in power with different pace by different actors. The first point of special interest are public spaces, meaning areas accessible to all, irrespectively of function, scale or programme, whereby the term public implies in the general sense, the possibilities, potential and/or existing presence of individuals and groups in a given built or open area, as well as the space where the presence of people is a constituent and necessary element or feature. The term urban public space implies existing, planned or rehabilitated programmes, functions or technical facilities enabling safe and experientially stimulating places in and around the urbanised area. The second point of interest are morphologically conditioned spaces, whereby the maintaining of inherited qualities is not only an urban planning issue, but also a challenge for devising new strategies for their enhancement. Many living environments, with recognised quality, can be lost as places of memory by inadequate reconstruction or technical renewal following poor, profit driven appraisal. Then again, urban renewal doesn't only affect protected monuments. Thus reassessment of apparently set value systems for urban qualities is the main goal. The third point is the hierarchical structuring of central functions and the creation of a network of functions, by which specific parts of the city can strengthen, change or maintain their functions and identity, while at the same time integrate in the whole urban structure. The paper is illustrated with examples from the city.

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THE PHYSICAL PLANNING AND DESIGN GUIDELINES; COOPERATING ECONOMIC DEVELOPMENT, SOCIAL AND CULTURAL VALUES, A CASE STUDY OF BALI.

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The rapid growth of the tourist industry encourages entrepreneurs to develop tourist facilities in a manner, which is economically aimed to meet the satisfaction of the tourists. This is on the same track with the government's intention to focus more on the economic benefits of the industry. Both local and national governments are often ready to disregard zoning regulations and other qualitative standards in their pursuit to attract tourists that contributes to the development of both the local and the national economy. As a result of such actions, Bali's development inevitably experiences major conflict between the interest of economic development and the local focus towards conserving the local way of life, such as farming, religious and cultural activities. In a certain way the tourist industry does contribute to increase unemployment in the region by the construction of new hotels or other tourist facilities. It inadvertently forces farmers and their families away from their villages and their main source of survival through practicing centuries of subsistence agriculture. Consequently, the agricultural production decreases and the prices of food go up. Though the tourist sector may be able to afford the increased costs, the locals however are badly affected. This is not merely an economic case, but it is mostly related to the different interests in using the available land. How are building design guidelines properly addressed to maintain the use of land within the consideration of economic, social and cultural aspects?

In presenting a case study of Bali, this study examines the influential dominance of the tourist industry in the implementation of building design guidelines that indicate the way land is used. It especially assesses by which method design guidelines have to be regulated in conjunction with land use. This process involves the local concerns in both issues; where the community and its institution will play a sufficient role within the process. Therefore the economic benefits that are pursued should encourage joint consideration towards the social and cultural sectors.

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HISTORIC AREAS: REGENERATION, GENTRIFICATION AND SOCIAL EXCLUSION/INCLUSION.

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In the UK there is currently a strong impetus to demonstrate the socially progressive potential of heritage. Debates in this field have however, primarily focussed on the role of heritage sites and museums. Little attention has been paid to the wider Cultural Built Heritage (CBH) that acts as a backdrop to everyday life. In the UK the CBH has also often formed a focus of economic regeneration and urban design projects in post-industrial cities. Here the CBH brings a physical quality to regeneration that is not easily reproduced, though the emphasis is not necessarily on its intrinsic historic nature. Moreover while such schemes generate economic activity in these urban areas overall and improve the physical environment for some, they may contribute to social exclusion through the displacement of lower income groups in various ways. Alternatively the re-use of the CBH can be socially inclusive, for example, by being used as a resource to develop active citizenship. This paper seeks to explore these tensions by looking at examples in the UK with comparators from other European countries, and to draw conclusions about the socially inclusive potential of the CBH in physical regeneration schemes.

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URBAN DESIGN AND THE DISCOURSE OF IMAGE OVER SUBSTANCE IN PLACE-MAKING

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At the closing of the 20th century, many older American city centres went through a physical transformation and a profound change in their traditional roles. Currently in the US, the city centre continues to change as more and more people are discovering it and are using it in unaccustomed ways. Some of the key characteristics among projects that are central to the discourse of image over substance in place-making are:(1)Urban entertainment and sports and arts venues projects are being planned through public-private partnerships without citizen participation and involvement in the planning/design process, and without the need of a coordinated public space plan and its relationship to the city's fabric of pedestrian networks and urban parks. (2) Collaborations between major entertainment companies, key name retailers, leisure providers and developers, with great dependency on technology-driven activities. (3) Design emphasis on selling image and invented space based on the 'experience' economy and 'thematization' driven by complex mixtures of signage technologies, retail type varieties, and diversification of entrepreneurs and national/international chains. (4) Urban design based on the 'unplanning' of the city fabric where uniformity and adherence to codes is replaced by contradiction and surprise provided by private whimsy. (5) Architectural, spatial and functional contradiction generated by entrepreneurial desires for specific users and markets. (6) The layering of scale, styles and materials that establish a profitable cacophony in the form and fabric of the urban environment, capable of being packaged and of being installed in many city centres. (7) Competition among governments and the provision of incentives to attract such projects in the local government's newfound role of partner/developer-implementer instead of the traditional regulator role. (8) Design, developer, investor, and corporate collaborations that operate at many national and international levelsbased on their ability to repeat successful formulas of image and profit combinations in place-making, resulting in similarities in approach, activity mix, signage, urban landscape materials, and forms.

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TRACK 10

PARTICIPATION AND URBAN GOVERNANCE

Co-chairs:
P. Healey - P. Getimis

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POWER AND PLANNING

Provoking (structural) change requires strategic actions to reverse the existing (unequal) situation. It involves negotiating in working through a problem with those directly involved. But in many cases these circumstances will generate a development in which interests and opinions are being 'neutralized' or subtly 'removed' from the core of decision-making. Or conflicts emerge as it becomes clear that participants' conditions, views and interests with regard to certain policy questions cannot be reconciled. Planning literature (see Flyvbjerg, 1998, Forester, 1989) and empirical evidence make it very clear that planning and decision processes are significantly determined by the distribution of power in a society and/or in a specific institutional context. Power is regarded in terms of having power over the action of others. It is unlikely that 'the force of the better argument' always and everywhere persuades dominant interest. So an explicit strategy is needed for dealing with realities of inequalities (differences), disagreement and conflicts.

The paper aims to provide some building blocks for such a strategy. The paper combines planning literature with some selected cases and results from an international Delphi-survey with academics and practitioners. The way in which the communities of planning academics and practitioners are considering these aspects provides insights into the opportunities for incorporating an explicit power strategy in a new type of planning and the forms it may take.

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STRATEGIC PLANNING AND POLICY PLANNING IN UKRAINIAN MUNICIPALITES: PROCESSES FOR INVOLVING THE PUBLIC IN LOCAL DECISION MAKING

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As the Ukraine has moved away from the Soviet government centralized structures over the past ten years, there has been a move toward civil society through the development of democratic processes in government. This has also been true for local governments. However, this has been a slow process, as the public does not have a culture of democratic processes that involve any form of meaningful public participation in local decision-making. One of the ways in which this has been encouraged is though the use of open budget hearings as part of the local government budget process. This has been institutionalized in recent central government legislation by requiring that these meetings occur. In addition to open budget hearings, it is important that public input be developed in other local government processes such as strategic planning and the policy planning process. It is necessary to develop a culture of meaningful public participation in many facets of local decision-making. The purpose of this paper is to evaluate the initiatives undertaken in a several Ukrainian municipalities in strategic planning and policy planning. The analysis will be based on the authors work undertaken for the Ukrainian Academy of Public Administration in developing a course in strategic planning in local government, and work undertaken with the International Center for Policy Studies (ICPS) in Kiev. The evaluation will be based on existing approaches to strategic planning that are being used in Ukrainian municipalities and on work the author has been undertaking with ICPS to develop policy units and strategic planning in two Western Ukrainian municipalities (Ivano-Frakivsk and Ternopil). The model being encouraged for the policy process requires a public participation component. The current approaches and the processes will be evaluated as compared to the approaches that are used for these processes in the North American democratic context. Recommendations will be made regarding how to improve the public participation components in these processes and how to integrate the public participation in strategic planning, policy planning and the budget process.

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IDEAS BOOK FOR LONDON - PLANNING, HOUSING AND REGENERATION IN THE CITY

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One of the Bow Group's main projects in 2002 will be the Ideas Book for London ("IB4L"), a collection of policy ideas for London. This document will capitalise on the success of the Group's Ideas Book 2000 (available on our website at www.bowgroup.org). It is proposed that the IB4L be published in June. By then, it will be possible to assess the success of the strategies which the main parties and council groups up and down the country have now devised for the Local Elections this May. The IB4L will thus be the first major resource for Conservative party policy-makers in learning the lessons of the Local Elections and in formulating the party's strategy and manifesto for the London Mayoral/GLA elections in 2004. The IB4L will, following its launch, be made available to members, MPs, party policy wonks and the press, as well as being posted on our website. The ambition of the book means that we will need to assemble a large team to prepare the various chapters of the book.

The paper will focus on one of these chapters, which discusses policy idea for housing, regeneration and planning within the Capital and will outline the process of policy formulation and implementation within the field of planning and urban regeneration.

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URBAN SUSTAINABILITY - URBAN PLANNING RELATIONS:THE CASE OF GREATER ATHENS PLANNING

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The syntax and application of urban plans that aims in sustainable development of cities are not an easy affair. And this because the notion of urban sustainability began from regards that differed enough from them the classic but also most modern urban planning. Often is underestimated the importance of the strategic but also local urban planning for the achievement of urban sustainability.

It is supported here that only via global approach of that urban intervention, as *"compact city"*, we can achieve the urban sustainability.
As example it is used relatively the urban planning of metropolitan region of Athens, in strategic and in local level.

Are commented urban policies what were applied until today in the Greek capital, the official programs of future development of city and certain proposals of sustainable growth of city that have been formulated recently, what face fragmentarily, at our opinion, her environmental problems.

Are proposed, finally, a line of directions of strategic and local urban planning of Athens, what include specific environmental objectives, measures and interventions in a single philosophy and a cohesive plan of sustainable development of city.

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DAVAO: THE MOST LIVABLE CITY IN THE PHILIPPINES. A CASE STUDY OF POPULAR PARTICIPATION IN URBAN GOVERNANCE

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For quite a number of times, Davao City has been voted as the most habitable or sustainable city in the Philippines. Further, Asiaweek survey in 2000-2001 ranked this southern city of the Philippines in the top 20 of most livable city in Asia. What are the factors behind this overall positive image of Davao City? Amidst the generally publicized peace and order problem in Mindanao, citizens from the rest of the Philippines as well as those of the rest of world would wonder "what makes Davao City generally sustainable?" This paper will attempt to answer the aforementioned question. Essentially, it will highlight a fairly straightforward response - leadership that is grounded on popular participation in governance. Leadership, defined as the skillful use of power, is the key to Davao City's relative stability and prosperity. By mobilizing both the government and non-government organizations (GOs and NGOs), the political leadership of Davao City has established for itself an urban governance model that is worth emulating in the whole gamut of development administration - from planning to implementation, including monitoring and ex-post evaluation of urban development programs and projects.

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SCHOOLS, PLANNING AND NEIGHBORHOOD DEVELOPMENT A POSITION PAPER

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The as the *"school as the heart of the community"* has a long and distinguished history in planning thought, literature and practice. As planning and urban design theories ebb and flow, as their popularity rises and falls, the school (elementary, middle and high) has survived as perhaps *the* critical ingredient of the neighborhood. In addition, there is an extensive technical press that provides standards and guidelines for the planning, location, and design of schools. Yet these literatures pay scant attention to the changing composition and structure of the school and rarely appears to reflect the enormous pressure that society places on education, schools and children. These changes have resulted in significant modifications in the location, the size, and the utility of the school in contemporary society.

At the heart of this debate is the critical linkage between learning and the living environment of children. There is huge body of social science and educational research that makes a firm connection between schools (and in particular educational outcomes) and the social, political and economic conditions of (notably) urban school children. The work of James Comer in the US is particularly significant in this regard, where he has forcefully argued for the integration of social and community services with the educational system.

One outcome from this research has been the evolution of the "full service community school". This paper examines this restructured model of the traditional school arguing that it has implications not merely for the location and design of school buildings but for neighborhood planning as well. Looking at this from another dimension, the "full service community school" may, itself, be a powerful new tool for renewed community development.

In addition to reviewing the literature, the paper will examine the evolution of "full service community schools" in different parts of the US, connect this concept with contemporary federal educational policy and then critically examine the linkages between the worlds of educational policy experimentation and current thinking and practice in planning and urban design.

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"MY VOICE: MY PLACE": TRANSFORMING URBAN GOVERNANCE

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This paper will develop an institutionalist framework for analysing transformations in urban governance, focusing in particular on assessing the potential of initiatives designed to 'mainstream' citizen participation and 'voice' in municipal government processes. It will apply this to the particular case of Newcastle City Council, which has a long tradition of urban regeneration initiatives designed to improve the local economy and conditions in the poorer neighbourhoods. These have been criticised over the years for their effectiveness (conditions have worsened on many indicators, rather than improved) and their governance style (paternalist and clientelist). Recently, as a result of a range of external pressures and local challenges, there have been attempts both to change the direction of regeneration policy and to transform the style of governance to foster more interactive, participatory relations with citizens. The paper will focus in particular on two initiatives. The first involves national government funding for community-led neighbourhood improvement strategies (New Deal for Communities), and involves a 5-year programme in one of the city's poorest and most troubled areas, adjacent to the city centre. The second is a City Council initiative, in line with national encouragement for 'modernising' local government. This involves the creation of 7 Area Committees across the City, designed to promote richer interaction and a stronger citizen voice in Council affairs. The paper will evaluate the early stages of both initiatives and assess their promise and transformative potential. Through this case, the paper will draw conclusions about the dynamic interrelation of particular initiatives and the wider governance context, and about the complex institutional dynamics involved in governance transformation.

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INTEGRATED PLANNING AND PARTICIPATION

The socioeconomic and territory complexity of occidental society and environmental question, bring forth always more the interest of public opinion on the "city environment" and the "quality of life". In the latest years, the interest of people on urban and human space has been shown in a growing demand of an active participation in the community life and decisions. With the increasing consciousness about a real sustainable development model, there is the necessity to direct the culture towards new problems dimensions and decisions making, through the *participation*. In the sustainable development process, the participation of actors as "necessity" and "right" is actually noticed in many official documents approved at international level. The consequence of that is the essential role of information, consultation and consideration of people for the decisions process of each territory. In Italy we witness classic rationality crisis in front of choices complexity, in which the expert support is not anymore able to provide answers according to principle of "one best way". The basic values and the expectations of community are changed, but doesn't exist new public places for decisions comparing. Speaking of projects that involves sustainable criteria of development, means consider all the different interests, conflicts between public and particular parties and the absence of a diffuse environmental consciousness. Is necessary than, adopt different and more complex forms of decisions, because in many environmental evaluation processes, the choices depend upon the interaction of subjects, actions and effects. From the '90 appears and grow up the Complex Programs at European, national, and regional level, as instruments for urban renovation policies. These Programs aim to resume all that instruments that innovate deeply part of urban planning, stimulating, for their typical temporary nature, a structural modification of actions frameworks. The term "Complex" contain the necessity to fix clearly the coincidence between different factors (time, objectives, actions, subjects, resources) that work together defining the "innovative component" of these Programs.

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THE NEW LIABILITY OF PLANNING PRACTICE IN TURKEY DURING THE INTEGRATION PROCESS TO EU: DEMOCRATIC PARTICIPATION MECHANISMS

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City is a space, in which political decisions play a major role in determining the spatial organization and where various social groups live together with their conflicting interests and values on top-level. Therefore, decisions concerned with urban space and land use type turn out to be radical activity types that affect a wide range of individuals and interest groups whether directly or indirectly. In this sense, planning is more than a technical issue composed of simply making a plan and implementing it. It is rather a process for making decisions about how a community expects to use its land and resources. In this connection, citizen involvement into decision-making processes concerned with urban and environmental issues, comes to the forefront of the planning agenda.

In a democratic society, 'voice of human' carries a great significance in political decision-making processes on any subject. Most of the times the level of public involvement is strongly related with the level of democratic system in that country or in other words with the culture of democracy. The main principle of democracy as a way of life is the necessity of participation of each adult in the production of values that arrange the collective life of people. However, the realization of the concept is quite difficult in societies, where the tradition of participation has not developed yet.

The concept of participation has been widely known in Turkish planning system since 1960s. However, the gained experience in practice and the developed conceptual context are far from the desired. As for the reasons of this there are three items put forward; the culture of democracy being not assimilated adequately, not owing a pluralist social culture and the participation itself being an activity type that requires a great amount of work, endeavor, time and energy. Whereas, the re-legitimatization of the planning practice lost within the last decades will most probably be possible by the support of citizens. And this can be achieved with enhancing the efficient involvement of different segments of society into planning and implementation phases.

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GOVERNANCE RELATIONSHIPS IN STRATEGIC WASTE PLANNING

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Over the last decade profound changes have taken place in the context for strategic waste planning in the UK, including growing political and public interest and tensions in sub-national waste management and the reconfiguration of institutional arrangements and policy networks. Drawing on the preliminary findings of an ongoing ESRC-funded research, this paper aims to examine the dynamics of these changes in the context of current debate about transformation of the 'traditional' forms of *government*, understood as the formal organisations and procedures of public sector, into *governance*, understood as the multiplicity of governmental and non-governmental organisations, in mobilising and managing collective action. Within the context of strategic waste planning, this transformation has led to the introduction of the Regional Technical Advisory Bodies (RTAB) whose membership goes beyond the representatives from the public sector. Alongside the wider emphasis within the planning system on a place-based integrated approach to waste policies, and in the context of mounting pressures to move away from landfill towards more sustainable waste management options, the RTABs appear to have much to offer in transcending institutional fragmentation, fostering a more collaborative strategic approach and developing new ways of thinking about strategic waste planning. However, the initial findings of the research are pointing to a number of situational constraints that are likely to limit the governance capacity of the RTABs to meet their potentials. Based on the knowledge of these constraints, the paper will make some speculations about the extent to which: firstly, the narrow technocratic nature of the RTABs will limit their ability to build consensus amongst the actors across the spatial scales; secondly, the RTABs will serve to re-solve rather than re-scale existing tensions in the management of waste; thirdly, the reconfiguration of institutional relationships at the regional level will privilege certain interests over others; and, fourthly, the new forms of governance are capable of delivering a sustainable waste strategy in the UK.

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CENTRES OF EXCELLENCE FOR URBAN REGENERATION: INCREASING INSTITUTIONAL CAPACITY AND INNOVATION OR REAFFIRMING OLD IDEAS?

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There has been a growing perception in the UK that the available pool of skills in urban regeneration is not adequate to tackle the multi dimensional problem of decline of urban areas. Either knowledge and skills are fragmented along lines of professional or functional specialisation, or they are not available for those upon whom the long term sustainability of an area depends. These problems have been exacerbated by the configuration of policy delivery agencies and policy networks which have evolved as part of the Welfare State settlement. The government's Urban Task Force report, reaffirmed by the Urban White Paper (2000) suggests that regenerating British cities will require a change of culture of the main players, involving changes in skills, beliefs and values. One of the key recommendations are the establishment of 'Centres of Excellence' for urban regeneration, skills- and knowledge- generation and diffusion mechanism which should help politicians, professionals and communities to gain the capacity to lead and manage urban regeneration interventions. This presupposes a focus on the kinds of knowledge and ideas about what to do and how to do it that exist among the key players, on the need to invest in re-shaping and generating 'knowledge resources', and on the capacity of those with a stake in the fate of urban areas to get involved and sustain regeneration in effective ways. It recognises that the quality processes of policy generation and delivery also matters, that conception and implementation are intertwined and that success in the long term depends on mobilising a wide range of players and their networks. Or does it? On the basis of research on demand for skills, training and knowledge in urban regeneration in the South East of England, this paper suggests that there are in-built biases in the institutional set-up of those centres towards particular kinds of professional knowledge and particular forms of knowledge delivery, which can potentially lead to their 'hijacking' by narrow professional and sectoral agendas, reaffirming fragmentation and limiting the opportunities for innovation.

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THE DISASTER AND RECOVERY POLICY EFFECTS OF THE 7/9/1999 EARTHQUAKE ON THE URBAN GEOGRAPHY OF ATHENS: THE CASE OF THE ACHARNAI MUNICIPALITY AND THE LOCAL COMMUNITY OF THAKOMAKEDONES

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The aim of this presentation is to examine the effects of the 7/9/1999 catastrophic earthquake on Athens, not only in terms of its direct physical impact (losses in life and property assets) but as long-term urban phenomenon. The presentation will attempt to highlight, how the recovery policies and measures adopted by the Greek sate (central or local) have become in turn an integral part of the problem or caused additional widespread effects.

The adopted policies and measures have been: a) the provision of temporary shelter b) to repair and rebuilding incentives c) business and employment incentives d) rent subsidies. All the aforementioned have been affecting the overall developmental process of the agglomeration, both as distinct and/or combined actions.

There has been surely a lack of a strategic recovery programme and within such a vacuum, the introduced policies and measures have been producing severe repercussions on the real-estate market, the labour market. Even more have been causing severe population outflows from certain areas. The presentation will concentrate on the study of two distinct localities: The municipality of Acharnai and the local community of Thrakomakedones, situated at the northern outskirts of the conurbation.

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FROM MANAGEMENT OF ENVIRONMENTAL CONFLICTS TO THE GOVERNANCE CONCEPT: DOES GOVERNANCE WORK BETTER THAN CONFLICT MANAGEMENT ?

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We propose to present here a discussion based on some results provided by the PhD we achieved in 2001 at the Centre d'Etudes Superieures d'Amenagement (University of Tours-France). This paper questions the governance paradigm by stressing some principles on which it is based. We consider in particular the theory of conflict and consensus building approaches in order to achieve this goal. This discussion is divided into three parts. The first part aims at understanding what environmental conflict really means. We show the environmental conflict as the combination of three levels of conflict: interpersonal, public and territorial, each with its own features. It is possible however to identify some "management principles" that enable us to address these mechanisms: intervention of a mediator (third party) in a problem-solving approach open to all parties and closely linked on one hand to public participation and on the other hand to the decision-making process. The second part presents the main results of an analysis of participatory/collaborative approaches (which fit these management principles to a certain extent) that are based on the intervention of mediators in five countries (Germany, Belgium, the Netherlands, Switzerland and Quebec-Canada). These observations allow us to confirm the usefulness of the intervention of a mediator. Conflict management is however possible only if this intervention is recognized by political and administrative decision-makers and also by the inhabitants concerned by a planning project. This political and administrative recognition however brings into question the use of mediation as a new tool of public regulation. These results therefore lead to the debate on governance. Thirdly, we suggest that these results provide arguments that contest some "ideal" points of view about governance. These arguments are based on the assumption that new empirical approaches relying on the governance concept reinforce the power of those who are actually questioned through complex situations such as environmental conflicts. From this point of view, governance would not signify the end of "behind the scenes" negotiations, but rather a new way of acting in the field of planning, without changing the main rules of the game.

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GOOD PRACTICE IN PLANNING: THE GOVERNANCE OF THINGS

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CIED was an Article 10 - ERDF Project connecting Planning with Economic Development by taking the Cultural Dimension into consideration. Out of this experience (1996-99) there was shaped a Good Practice Manual together with the five main partners: Volos (Greece - project leader), Cardiff (UK), Galway (Ireland), Palermo (Italy) and Leipzig (Germany). It reflects upon the relationship between local/regional authorities and potential investors when it comes to posing conditions for inward investments to be made. As they have repercussions upon planning and what kind of development is envisioned, it becomes crucial to understand what the inclusion of the cultural dimension does to such a deliberation process. Most developments take culture to mean unnecessary complications, when in fact it includes the crucial consideration as to what guarantees 'a continuity of identity' of a place compared to what are negative impacts from whole neighborhoods being destroyed to the entire process no longer being sustainable. Crucial in all of this that culture means really participation, that is decisions based on cultural consensus and therefore as planning process leading also towards other valorization processes e.g. preserving the cultural heritage of the place. In short, the paper wishes to reflect further what are participatory models in planning and which ones have any chance of success to guarantee as positive outcome not only 'urban governance' as understood by the OECD and taken to mean urban initiatives as part of the EU funded programs, but a 'governance of things', including wise use of spaces accessible to all and for such purposes as to facilitate the articulation of what matters to retain social and cultural cohesion. The paper may, therefore, end by coming to the subject matter of public indicators for planning.

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METROPOLITAN GOVERNANCE: THE CASE OF ATHENS.

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Athens Metropolitan area, the major agglomeration pole of socioeconomic activities in Greece, is characterized by a highly fragmented administrative structure, which leads to severe constraints for solving problems in the area.

The governmental fragmentation is two-fold: first at the level of the Central State, where different Ministries and central public bodies design and implement sectoral policies for the metropolitan areas, which lack of synergy, complementarity and integration; second at the level of the two tiers of Local Government, where a fragmented structure (130 LA, and 4 Prefectures), weak competences and lack of financial resources exist.

Due to this situation acute problems have emerged in the metropolitan area, refering to different scales and sectors such as: transport, environment and planning, emergency and security, economic development, social issues.

During the last decade, there is an ongoing debate on a reform of the existing governmental fragmentation and the need for the emergence of a new form of metropolitan governance in Athens, aiming at the co-ordination of policies, stronger political legitimacy and effectiveness. Scientists, academics, decision-makers, political party representatives and mayors participate in the debate with different approaches and concepts.

This paper concentrates on the debate on alternative scenarios concerning the three forms of metropolitan governance in Athens, proposed by a policy study report, supported by the Ministry of Interior:

- "Metropolitan Regional Authority" with appointed General Secretary and elected Metropolitan Council (mixed form).
- "Metropolitan Local Government", with elected Mayor and Council (second tier).
- "Metropolitan Association of Local Authorities", ("Kommunal Verband").

The main question to be dealt with in this paper concerns the comparative advantages of each scenario in relation to the political legitimacy, democratic participation and efficiency of the new forms of metropolitan governance, and especially the urban and spatial planning policy.

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CULTURAL SUSTAINABILITY AND SUSTAINABLE DEVELOPMENT

In order to have a real picture of relations and interactions among various aspects of *sustainable development*, a serious consideration of people's *Culture*, together with an understanding of various interrelated aspects of *Urban Life* and their impacts on different environments is vital.

This paper is an attempt to show the role of cultural values in urban life as well as the role of people in building sustainable development. The model of the city as culture, as a normative approach to the city, intends to describe the interrelations among subjective and objectives elements of urban life to illustrate how people can really be involved in the sustainable development of their city.

The central purposes of this paper are: firstly, to show if *sustainable culture* can work as the driving force of *social mobilisation* towards *sustainable development* through a *dynamic system*, in the context of city; secondly, to identify the main aspects of urban life and their interactions in such a dynamic system.

Through an alternative perspective on the city and urban life, section one, attempts to clarify our understanding of the city as well as identifying key elements of urban life and their relationships in a cultural context. In section Two we develop an alternative approach to policy making processes to show how sustainable urban development could be achieved in this alternative model of a city; and where should we start from.

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SOCIAL CAPITAL, EMPOWERMENT AND THE FUTILITY OF PARTICIPATION?

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A central paradox exists at the heart of contemporary urban governance. At one level, policy is dominated by the rhetoric of participation, empowerment and social capital. In particular, within British housing policy, resident involvement is widely viewed as a necessary condition for effective urban regeneration, illustrated by Government enthusiasm for Tenant Compacts and tenant participation in Neighbourhood Management. Housing policy is consequently predicated on the notion of participation, with funding contingent upon criteria to determine resident involvement. However, contemporary political science is dominated by a general acknowledgement of a crisis in civic engagement. Moreover, the objective of resident empowerment is attempted within a sector understood as subject to increasing concentrations of disadvantage. Hence, the poorest tenants are expected to contribute to decision-making at levels incommensurate with other forms of political involvement. This paper adopts a critical view on the processes of participation in social housing management. Arguing that there is a significant disjuncture between the rhetoric and the experience of tenant involvement, the paper contends that participation functions as a panacea in British urban policy, obscuring some of the more intractable features of urban governance. The neglect of research and debates on the complexities of power relationships involved in resident involvement is likely to lead to frustration and unrealistic expectations generated within the participation process for both policy makers and residents. The paper uses interviews with housing managers and resident activists to gain an understanding of current participation processes.

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PUBLICLY-FUNDED LABOR MARKET INTERMEDIARIES: IMPLICATIONS OF COLLABORATIVE GOVERNANCE FOR EMPLOYMENT OUTCOMES AND POLICY

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Drawing on a three-year research project, this paper provides case studies of three Boston One-Stop Career Centers (OSCCs) as an exploration of the emergence of new "labor market intermediaries" (LMIs) in the United States and asks whether they signal a transformation of urban labor market institutions adapting to changing labor market structures in an increasingly networked economy. Some scholars posit that new LMIs reflect how the emerging global, distributed, technological economy is changing relationships among workers and firms towards increasingly flexible, contingent, and network arrangements. The cases presented here offer suggestive evidence that some public and nongovernmental organizations are also adopting more network-like forms and functions as they increasingly engage in labor market intermediary activities with private employers. At the same time, institutional context (including types of collaborative relationships with firms) helps explain variation in the job-matching outcomes of OSCCs. Based on the findings, the paper raises questions and discusses implications for job-seekers-especially low-skill workers-and labor market institutions.

The paper combines qualitative analysis of three OSCCs and their relationships to governmental and nongovernmental organizations, for-profit firms, as well as private temporary staffing agencies. In addition to interviews with staff and participants, the paper also offers a quantitative analysis of job-matching results derived from administrative data and governmental wage records. At the same time, the findings are framed within an extensive literature review. This research addresses a gap in current scholarship on how governmental and nongovernmental institutions are being transformed by labor market structures as a result of the network economy. Moreover, the paper discusses the implications of such adaptation for job-seekers, especially low-skill workers. Using network forms and functions as an analytical lens, the paper distinguishes types of institutional network arrangements in terms of organizational innovation and resiliency. Such information is important to both scholars and policymakers in understanding the opportunities and constraints facing government institutions intervening in a changing labor market.

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INTERMUNICIPAL COOPERATION AS KEY TO REGIONAL DEVELOPMENT

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With Austria's entry into the European Union the regional level has become a key area for area zoning and regional development politics. At this level, however, there is no area corporation in Austria and thus no political representation of interests has been institutionalized. The "regions" as such rarely match with the administrative units but rather result from the specific issues concerned.

The necessity of coordinated development planning has become evident and new forms of cooperation of the municipalities regarding planning and realization thereof are approached in order to find effective solutions for common problems. The forms of participation of intermunicipal and regional planning differ considerably from one federal province to the other and range from being managed by the province itself without particular participation of the municipalities to individual regional counseling committees with significant participation of the municipalities involved and even to the delegation of tasks to muncipal corporations. Planning work at this level, however, presently only covers parts of the federal area. Depending on subject matter and degree of specification this amounts either to orientation or even restriction for urban and regional planning. "Regional development concepts", however, have been upgraded due to the fact that they have been explicitly included in several development plan regulations.

What is of utmost importance is the continuous involvement, from the very beginning, of the political bodies and decision-makers of all municipalities concerned which also applies to all those shaping society (such as Chambers of Commerce and of Agriculture, environmental associations, etc.) who surely are indispensable regarding a reliable translation of planning and structural politics into action. The assignment of external mediators representing the noncommitted channels will also prove wise. For the next generation of regional development planning also increasing of efficiency might play a decisive role regarding achievement of individual planning horizons.

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THE POWER OF PLACE : MULTI ETHNIC COMMUNITIES AND INCLUSIVE PLANNING OF THE HISTORIC ENVIRONMENT.

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The British Government's statutory adviser on the historic environment of England is the Historic Buildings and Monuments Commission, otherwise known as English Heritage. Its mission is to increase the understanding of the past, conserve and enhance the historic environment, and to broaden access and appreciation of the heritage. In 2001 it produced a report, "The Power of Place and Local Government", to look at the historic environment as the context in which future development, regeneration and renewal will happen in local areas. The report focused in part on the particular issue of how Black and Asian people relate to heritage provision, and it found that less than a quarter of these groups felt that such provision was relevant to them, whilst many felt powerless and excluded from decisions about the historic environment, and that their personal heritage does not appear to be taken into account by those who take decisions. Bradford is a city in which roughly 30% of the population will be of Asian origin in 25 years time. It has had two major riots in predominantly Asian areas in recent years, and substantial parts of the city suffer multiple deprivation. Bradford markets itself substantially upon its heritage and culture and indeed, it is bidding to be the European Capital of Culture in 2008. This paper uses the English Heritage agenda to explore facets of heritage and culture in a case study of Bradford. In so doing, it seeks to provide an understanding of the challenges for inclusive governance, and especially those that face planners, in promoting and conserving a relevant historic environment for multi ethnic communities. In particular, it examines the assertion that "if the barriers to involvement can be overcome, the historic environment has the potential to strengthen the sense of community and provide a solid basis for neighbourhood renewal", which is said to be the "Power of Place".

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PROJECT FOR THE LOCALIZATION OF TREATMENT AND DISPOSAL PLANTS OF THE URBAN SOLID WASTES AS CO-PLANNING ACTIVITY

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The difficulties met from the various political actors to execute plans that reduce the problem to the final destination of the refusals, have led the legislator to take part into matter. In this light, the project of the waste disposal has to be reconsidered in a wider management process. It is related to innovative concept of urban and territorial organization: it moves from the study of the objects to the processes one - from the planning of infrastructures focused on specific problem resolution, to the construction of cooperative procedures; these are oriented to the contextual resolution of the conflicts emerged in the spatial organization management. The cooperative procedure is illustrated as a primary subject of the Co-planning activity: it means, first of all, to plan procedures to stimulate agreements where meet several subjects, to operate coherently to guidelines carried out from a decisional process in a specific context, favored by an informative and procedural technical supports.

Therefore the planning process does not look for a site, but for a community with which to build rules in order to plan. The paper regards to the process for the location of the plants of treatment and disposal of the urban solid waste in Province of Cagliari. The Cagliari Province Regional Plan identifies itself as framework of planning, supporting and addressing specific planning activities (like problems of location); it supplies technical-informative elements, that constitute the scene of reference for the plan.

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CAGLIARI PROVINCE REGIONAL PLAN: ACTIVITIES AND INSTRUMENTS OF COOPERATION

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This paper will describe the participatory/communicative activity within a large scale planning process underway in the Province of Cagliari (Italy). It will seek to place this activity both within the current debate on communicative planning theory as well as to question the relationship between the concept of cooperation and current EU policy. We will critically analyze: how, and if, the participative activity and planning instruments within the environmentally oriented Provincial Plan contribute to the creation of territorial equity in a widely diverse and inhomogeneous environmental, social, cultural and economic context such as the "marginal" Sardinian one. Such factors as the institutional capacity of the provincial government, and the social capacity of the local population and plan actors and subjects will also be taken into account.

In particular, we will discuss the plan's cooperative/collaborative action oriented towards the construction of the plan's legally binding implementation agreements and instruments which call for various actors, to enter, voluntarily and with their own resources, into a relationship of reciprocal commitment to resolve common problems or to define common projects with the goal of creating new "territorial ecologies" - new relationships between society and territory.

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AMALGAMATION AS A SOLUTION" THE QUESTION OF METROPOLITAN PLANNING IN JORDAN

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Metropolitan areas are considered the heart of the regions providing them with services that business demands. Their form of governance could be critical to their economic success and regional development. However, the form of governance that could guarantee this success is still a mystery.

While amalgamation is often presented in Jordan as a solution to a technical problem-the multiplicity of administrative units--it is rather a practice in the historical sense. For something to be characterized as a practice in the historical sense, the sense that goes beyond individuals, there must be some sort of sameness or identity between the practices at different stages.

As an historical practice, amalgamation, though presented as a solution, rather precedes the existence of the problem-the multiplicity of administrative units. What made the multiplicity of administrative units a problem, and amalgamation its solution, is the set of rules (derived from social and political relationships) that allocates authority, responsibility and control. These rules identify some issues as problems, and others as solutions and constitute objects of planning discourse. Planners act within these rules making their choices from a field of possibilities of action. In their action, they are actually responding to controlling interpretations of conduct.

Amalgamation as a solution is intended as a procedure of exclusion, in Foucault's terms. Exclusion--often by prohibition--is a practice of power: those who exclude practice their power and ability to exclude, and those who are excluded lose a legitimate position that they could have gained had not they been excluded, and consequently they become, relatively, powerless.

While amalgamation is a practice in the historical sense, it is dehistoricized by being removed from the historical context, and naturalized by being presented simply as a natural solution to a "pre-existing" problem.

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NEIGHBOURHOOD GOVERNANCE IN THE EU. CAN THE SOUTH HELP THE NORTH?

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The interest in neighbourhood governance is developed lately as a way of involving in democratic participation the population of neighbourhoods in difficulty in view of enabling them to be energetically opposed to trajectories of social exclusion. This interest, developed in the EU in relation to area based social policies, does not easily lead to a common understanding in the different member states. The paper will first discuss some contextual parametres impeding such a direct understanding and then will examine weather there are useful transferable elements in Southern traditional social structures and practices.

The discussion on contextual parametres will examine the (in)experience in neighbourhood governance and, more generally, the weak participatory attitudes in the Greek context that are related to the dominant features of the family centered social reproduction system in post-war Greek (and South European) urban society and to their impact on political culture. It will also involve an examination of the different physiognomy of exemplary North and South neighbourhoods in difficulty (public housing estates dating from the '60s in the post-industrial city with high percentages of unemployed, immigrants and welfare recipients, poorly maintained housing etc. in the North versus areas constituted in the 60s as well through spontaneous-unplanned illegal self-promotion with poor infrastructure and high percentage of vulnerable groups) stemming from different types of urbanisation and different welfare regimes, often linked to different mentalities and attitudes in respect to individual(istic) and public interest.

Although the South is generally found lacking in democratic practice, it is sometimes claimed that due to the survival of strong family ties and solidarity there is less segregation, more cohesion, less exclusion. The paper will examine to what extent such claims are not just a romanticised version of Southern societies and will search for elements in the traditional forms of solidarity that could eventually participate in modern forms of democratic governance at the neighbourhood level.

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TERRITORIAL MARKETING IN MANAGING LOCAL AND REGIONAL ECONOMIC DEVELOPMENT - CONCEPT -PROBLEMS AND RECOMMENDATIONS

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The paper discussed marketing place concept on the basis of urban economics theory and specific problems of the economy of transition. Territorial marketing is approached as an integrative tool for managing local and regional economic development. The paper identifies recent problems and practices most often existed in marketing of polish cities. In conclusions the set of recommendations is presented to make the marketing strategies more useful and effective in governing practice of local and regional authorities.

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NEOCORPORATISM, PROFESSIONS AND URBAN GOVERNANCE: A CANADIAN CASE STUDY

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This paper explores urban governance and the changing relationship between the public, private and 'third sector.' The effects of the deepening fiscal crisis of the state on urban governance can be best explained via the phenomenon called 'neocorporatism.' This ideology illuminates how state policy is increasingly penetrated by private and third sector interests. There is a transfer of power and legitimacy from state control to the third sector, including professional organisations as a whole and urban planning in particular. Fundamental to this paper is the concept of ideology as praxis, and how discursive analysis reveals how neocorporatism is becoming the adopted ideological strategy in all sectors of society and thus forming a new social order. Whilst different ideological strategies are, more or less, sympathetic to business and non-state actors such as professions, a neocorporatist ideology is offering an invitation for organised collectivities, including professional organisations, to become more involved in the state's decision-making processes. How each profession responds will dictate how it survives into the future and in what shape. This involvement appears to be collaborative and inclusive but it tends to deny the independent nature of professional activities, threatens their impartiality and locks them into a neocorporate claim on state institutions. Social practices cannot be viewed through several ideological 'lenses.' In this case, understanding neocorporatism is critical to understanding contemporary Canadian society and because of globalisation, western society as a whole. It is described as a model for Canadian state operations and governance relating to non-state actors, specifically how the third sector in Canada relates to the state. Important to this analysis is Anthony Giddens' theory of structuration, which can be used as an analytical tool to better understand how the relationship between the professions and the state equates to plays of power (authority) and legitimation (sanctions).
This paper demonstrates that, since the mid-1990s, the CIP has used a neocorporatist ideology as a modus operandi.

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THE INTERACTIVE-CONCERTATED PLANNING: STRATEGIES AND METHODOLOGIES

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The issue of requalification of the city, both from the physical and socio-economical points of view is central to the initiatives, strategies and planning carried out in Europe, fist by the central government and finally by the regions. That allows a new "Culture", called generally "Complex Planning" to appear and consolidate itself. Among the particular characteristics of these types of institution is often the need to carry out types of "concertation" between institutions and private individuals.

The most important approaches of the research are two types: the first theoretical methodological through which one must investigate on the potentials, relationships and implication between interactive planning and the "Complex Programs". The second type of approach "Practical and Pragmatic" through which one compares the most recent and controversial Italian experiences with the southern Italian ones, focusing on the local aspect.

The aim is to build up a comprehensive picture of theoretical and concrete actions, adding to the current debate a load of administrative procedures and planning experiences, which can describe ways and contents to carry out strategy and planning.

Those two very interconnected points pursue the main aim of my research:- the willingness to pinpoint effective planning strategies carried out through forms of concertation among parties, investigating the possible choice, when applying institutionalised concertative practice, compare the political and managerial decision, the diameter of the subjects directly involved in the concertation, the possible forms and effective contents of the agreements, their formal solution and consequent validity. Overall their nature itself.

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SOCIAL JUSTICE AND INCLUSIVE REGENERATION IN SCOTLAND: FROM ASPIRATION TO REALITY?

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The agenda for urban policy in Scotland has evolved in recent years in tandem with the successive agendas of UK governments. In recent years however a particular and distinct emphasis has emerged within Scottish regeneration practice as a reflection of the new governing capacity reflected by the new Scottish Parliament. Essentially this has involved an emphasis on 'social justice' as reflected in aspirational terms within the Social Inclusion Partnerships initiative as well as the wider 'community planning' agenda. The concept of social justice has emerged in Scotland as a result of a recognition that narrow definitions of poverty often fail to capture the dynamic and multi-faceted characteristics of social disadvantage and exclusion, and the Scottish Parliament has assigned a high priority to social justice within its overall agenda. Hence regeneration initiatives have been aimed at addressing social disadvantage within an inclusive framework, and guidance has sought to encourage and facilitate community involvement in all aspects of regeneration. However, problems have emerged in translating such aspirations into practice. For instance, the results achieved within the SIPs initiative, while showing some achievements in broadening participation, also indicate problems in drawing in all groups and maintaining their involvement. Similarly, the 'community planning' agenda in Scotland also reflects an attempt to involve local communities as well as other stakeholders, in this case in an attempt to facilitate the effective delivery of services at local level. Again, however, problems have been experienced in translating such aspirations to practice, perhaps exacerbated by the fact that community planning in Scotland is not linked directly to regeneration funding, while analogous Local Strategic Partnerships in England have a role in managing funding regimes. There is therefore a need for enhancement of the practice of community involvement in order to meet heightened expectations arising from the social justice agenda in Scotland. This has implications for participation and urban governance in other contexts within Europe.

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EVOLUTIONARY GOVERNANCE IN EUROPEAN PROGRAMS. THE CASE OF INTEGRATED TERRITORIAL PROJECTS.

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My inquiry starts from the statement that any public decision has to exercise coercion at list over a minority (Impossibility Theorem of Kenneth Arrow), that the process of decision making involving a community can not be modeled as a cognitive rational comprehensive paradigm of planning. It need a political process in which power is exercised to take a decision. I develop this link of decision and power to criticize a vision that presents government opposed to governance trying to show a continuity in a range that has at its opposite the most authoritative decision mode, on one side, and the most open, participatory and democratic one on the other side. This continuum is based on multiplicity of forms of representations in government and political processed of coalition building and decision making in governance. In it, definitions and interpretations of power is a central issue to understand how decisions are made. For this reason I involve myself in a short review of social and political literature on different ideas of power.

From this premises follows that instead of thinking to alternative model of decision making and planning we could design a dynamic evolution of procedural behaviors moving along the government - governance continuum. Just knowing what is the starting point we face and what is the close and far aim we have, than we can locate and direct our professional or political support.

European administrative procedure address planning of Structural Funds programs toward a more democratic governance requiring partnership, now also enlarged to social and civic forces, in the attempt to built a multi-level governance. These programs put the issues in the arena, but local agents are central in defining and practicing European principle.

To understand how governance is changing in practice I observe a central program in Operative Regional Programs of Agenda 2000-2006 in Italian Regions Objective 1, and specially in Campania: Integrated Territorial Projects. These development plans of local (natural, cultural and human) resources are embedded in processes of innovation and decentralization of local government administration and civic society participation and are supporting the birth of new participatory associations as Local Development Agency, a natural evolution of Local Intermediation Society of European Territorial Pacts.

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METROPOLITAN DYNAMICS, GOVERNANCE DEVELOPMENT AND SPATIAL PLANNING. THE MARSEILLE-AIX CASE IN FRANCE (1990 - 2002)

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The *Marseille - Aix* metropole has changed rapidly during the 80-90s period due important factors and among them : changes in productive systems linked to globalisation developments; residential restructuring (peripheral developments, village growth); Social and spatial segregation developments.

A Marseilles metropolitan planning scheme was elaborated in the late sixties and the early seventies by local representatives of the central state in consultation with communes. This scheme was used by the central state to co-ordinate its major investments in the urban region. No metropolitan strategy has been elaborated since the seventies. The decentralisation process during the 80s and 90s developed competition between communes. The local institutional culture is historically a culture of autonomy and non co-operation between communes. Since 1990 the central state, using the institutional national reforms (1992 and 1999 - 2000), and by specific policies, has worked on the emergence of metropolitan policies in the Marseilles- Aix urban region.

Nevertheless, in the absence of a metropolitan strategy during the 80s and 90s the metropole structured itself as a mulipolarised space, mainly on the basis of the 1970 Planning Scheme and the highway system which was built during the 60s and 70s.What should be acknowledged is the fundamental role of the central state and its representatives in the urban region. This role is not a role of imposition of policies. Since the beginning of the decentralisation reforms of the 80s the central state has been encouraging local public institutions to volunteer for new policies.

How it is possible to characterise the metropolisation processes ? What have been the consequences of the non institutional guidance of the metropole dynamics ? What has been the precise role of the central state and its representatives? How has it been possible for the territorial public institutions to cooperate more and more during the 90s? Have any metropolitan policies developed?

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URBAN RENEWAL VISIONS AND SUSTAINABILITY? HOW LOCAL AUTHORITY OFFICIALS AND POLITICIANS HARMONISE KNOWLEDGE AND VALUES

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There are political expectations from the national level in Sweden that municipalities shall develop in a sustainable direction. Comprehensive municipality spatial planning is one important arena for cooperation to achieve the national and local objectives of sustainability At the same time the municipalities are competing for a growing local economy. One option to be successful is to develop a more attractive renewal of the urban environment.

The paper is based on the empirical findings from a case study in one Swedish mu-nicipality with about 100 000 inhabitants. Some of the local authority planners strive for an ambitious approach of sustainable development of the comprehensive plan. It is a slowly planning process consisting of a large group of officials from different departments of the administration and in consultation with the citizens. At the same time the head of planning department work in an action oriented group for urban renewal visions together with leading politicians and representatives from the university and some private business companies.

In the paper I will problematise and theorise what happens in practise, when na-tional and international political visions of sustainable development is going to be implemented in municipal urban planning. This constitutes a very complex context with many actors trying to harmonize different values together with a wide scope of background planning data. The case study method has been conducted through semi structural interviews of main authority actors, with a qualitative interpretation and through investigations of documents. Planning organisation, formal and informal institutions are studied with regime and partnership theories. The work in planning groups is interpreted in perspective of discourse theory. The processes are problema-tised from various planning theories, especially communicative planning. The actors are studied with theories of experiental knowledge and reflective practitioners.

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THE DYNAMICS OF PUBLIC-PRIVATE COALITIONS IN ISTANBUL

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Since the 1980s, the impacts of the new dynamics of globalization started to be experienced at both national and local levels. The reflections to these dynamics appeared in neoliberal economic policies of the nation-states in order to adapt themselves to these new trends. The neoliberal policies of nation-states were also accompanied by the restructuring of central-local government relations. The abandoning of welfare policies of nation-states and decentralization of central-local government relations have partially led to more freedom to private sector interests to interplay in cities and metropolitan areas. Although decentralization policies of central governments have varied with the political party systems and existing traditions of central-local government relations, since the 1980s, the dominance of private sector capital has emerged as an important determinant in shaping the morphology of central areas in cities. In this respect, new trends of globalization and deregulation policies of nation-states together with the restructuring in central-local government relations have constituted the basis for the emergence of public-private coalitions. After the 1980s and especially throughout the 1990s, the morphology of Istanbul has also been affected considerably by these coalitions. Istanbul has always played an important role in economic and political conjuncture of the country. Especially after the 1980s, the developments took place in the economic and political spheres, affected the morphology of Istanbul to a great extent. With the implementation of neoliberal policies of the central government for global financial integration, the legislative relaxations in the planning system, restructuring of central government which provided extended administrative powers to the mayor of the Greater Istanbul Municipality, the spatial, economic and political metropolitan city dynamics, the nature of existing capital accumulation in the city, have all been affected by the establishment of public-private coalitions which have transformed the central business district of Istanbul via site-specific projects. In this context outlined above, the decentralization of central-local government relations and the characteristics of the public-private coalitions are analyzed by giving examples of some important projects in Istanbul.

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IMPLEMENTING NEGOTIATED DEVELOPMENT AGREEMENTS: LESSONS FROM AUSTIN'S NCCDS

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Negotiated development agreements are in widespread use in the US as a flexible and adaptive means to meet multiple stakeholder needs in land development planning and as a vehicle to settle land development conflicts. Although there is a large literature on the theory and practice of negotiation in the land use planning and development management context, comparatively little research has been conducted on how well these agreements actual perform in meeting the stakeholder needs when they are implemented. This paper reports findings from a comparative case study of Austin, Texas' Neighborhood Conservation Combining District Development Agreements to explore these issues. It raises questions about the equity and efficacy of neighborhoods engaging in negotiated development agreements, and highlights some deficiencies in existing negotiation theory as it pertains to crafting agreements for implementation. The paper concludes with suggestions for further research on this important aspect of US planning practice.

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LEARNING AND IDENTITY IN COMMUNITIES OF PRACTICE

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Participation in community regeneration offers important opportunities for social learning and self-image. Lave and Wenger's theories of legitimate peripheral participation and communities of practice offer a number of insights which are useful when thinking about the learning that takes place when engaging communities in regeneration. Drawing on a series of semi-structured face-to-face interviews, the paper will explore how newcomers are drawn into regeneration initiatives and will examine how experiential learning is used to transform understanding and relationships. This will help us to explore and question how knowing, learning and competence are acquired, shared and extended through participative processes and how such participation can transform dimensions of identity.

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URBAN GOVERNANCE AT THE EDGE OF EUROPE'S CAPITAL CITIES

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This paper places edge urban formations at the centre of our understanding of the re-scaling of economic, political and social processes (Brenner, 1997). In the European setting in particular, edge urban areas have been understudied and their contribution to the renewal of metropolitan-scale governance and the growth dynamics of global-city regions left largely unrecognised. In doing so, the paper develops a number of themes regarding European edge urban formations. It argues that edge urban settlements have lent not only their economic dynamism but also their political and social dynamism to broader city-regions. It notes the origin of these settlements in spatial planning and redistributive policies. Finally, it notes the 'eccentric geometry' of these edge urban areas - which display internal fragmentation and whose institutions often transcend administrative boundaries. The paper draws upon ESRC-funded research on the governance of three European edge urban areas - Croydon (London), Noisy-le-Grand (Paris) and Getafe (Madrid). The grass roots political movements of Getafe have conferred a lasting political capacity that has been reactivated within recent metropolitan-wide politics and planning. Noisy-le-Grand is a good example of an 'administratively created nowhere'. Municipal leadership in Croydon displays some signs of a 'Croydonisation' of the emerging South London institutions.

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PARTICIPATION AND ITS PLACE IN ISRAEL'S CURRENT PLANNING PARADIGM

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Public participation, transparency, collaboration are all concepts generally accepted as positive forces in today's planning doctrine. There is interest today in the extent to which integrating them into the urban planning process can bring about consensus more effectively. How do they differ from each other? What is the result when there is a systematic effort to incorporate one or more of them into the urban or regional planning process? Can the methods and experiences of public participation in other countries be applied to cases of planning conflict in Israel?

This paper addresses the potential of public participation in the urban planning process for improving and democratizing planning in Israel. These issues are of particular interest in Israel, which is of course at the center of and home to multiple forms of conflict. Israel's land scarcity, combined with the rapid projected growth in population, economic activity and transportation demand, imply that difficult choices must be made. To improve and sustain desired living standards and to achieve some measure of social equity and equilibrium requires major efforts in resources conservation, reduced excess consumption habits, changes in land use trends and a higher prices for travel. These goals cannot be reached *de facto* without initiating processes of public participation and consensus building, because of the ability of interest groups to block plans through litigation.

The required changes for broadening public participation and creating frameworks of greater institutional coordination can in fact be accomplished within Israel's existing legal structure. In other countries empowerment and consensus have been initiated either by the top levels of government (as in the Netherlands), by citizen grass roots demands (as in the U.S.) or by local governmental pressures (as is beginning in the UK). In Israel none of these sectors has wholeheartedly embraced the principle of public participation in urban planning.

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SPATIAL INVESTMENTS IN URBAN NETWORKS

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Spatial investments are usually the result of the combined creative activity of public and private actors. When such investments are considered separately, lucrative and unprofitable projects can be readily distinguished. Private actors will seek to develop the lucrative projects (owner-occupied housing, offices, shopping centres), leaving the public authorities to step in to construct the unprofitable projects (green areas, infrastructure, social housing). Taken as a whole, the development of these unprofitable projects increases the returns generated by the development and management of the lucrative projects.

In the paper an approach using project envelopes is introduced in which lucrative and cost-effective projects in the same urbanized region are linked together. Surpluses from lucrative projects are reinvested in the area (value capturing) to develop projects which are not cost-effective, but are considered to be essential and/or capable of enhancing the quality of the area. Where public and private actors work together profits and risks can be pooled through benefit sharing. The methodology is elaborated, substantiated and illustrated by a number of concrete examples.

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ASSESSING THE DISCOURSES AND PRACTICES OF URBAN REGENERATION IN A GROWING REGION

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Most research on the discourses and practices of urban regeneration in the UK has examined case studies located in areas of relative socio-economic distress. Less research has been undertaken on regeneration projects and agendas in areas characterised by strong economic growth. Yet, it in such places that some of the best examples of the discourses, practices and impacts of contemporary urban regeneration can be found. In some areas of high demand, regeneration projects have used inner urban brownfield sites as locations for new investment. With the New Labour government's urban policy agendas targeting similar forms of regeneration, an examination of completed or on-going schemes is timely and relevant to debates over the direction that policy should take. This paper, drawing on a study of urban regeneration in one of England's fastest growing towns, Reading in Berkshire, examines the discourses, practices and impacts of redevelopment schemes during the 1990s and 2000s. Reading's experiences have received national attention and have been hailed as a model for other urban areas to follow. The research documents the discursive and concrete aspects of local regeneration and examines the ways in which specific priorities and defined problems have come to dominate agendas. Collectively, the study argues that market-driven objectives come to dominate regeneration agendas, even in areas of strong demand where development agencies wield a relatively high degree of influence. Such regeneration plays a symbolic and practical role in creating new forms of exclusion and interpretations of place.

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PLANNING, INSTITUTIONAL CHANGE AND SUSTAINABLE DEVELOPMENT

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The new socio-insitutional context emerging in contemporary society is bringing forward the need for new forms of designing and implementing development public policies. The involvement of communities, along with the building up of informed consensus and sustainable partnerships, are increasingly recognised as essential ingredients for a successful public intervention on the promotion of socio-economic development. It is commonly recognised that the planning system can play a major role in this process of social innovation. However, in peripheral regions, where these efforts are particularly needed, the vulnerability of the institutional framework poses additional difficulties to the delivery of an adequate planning approach. The paper is based on a case study of planning experience: the preparation of a municipal strategic plan. The authors emphasise the links between theory and practice in the design of the planning approach and show how the corresponding planning process played a pervasive role in the formulation and adoption of a supra-municipal strategy of eco-industrial development, which clearly underpins an process of social innovation. This concept puts together and enhance the concepts of eco-efficiency (at the enterprise level), of industrial ecology and of sustainable development regional policy. The paper will highlighted the challenges faced by the planning team, in a context where the economic problems faced by the municipality had given rise to the emergence of popular development options largely driven by short-term actions and atomistic development models. A crucial task to be performed by the planning team was to bring knowledge to qualify the debate and to design a mobilising development project, in order to build up a social base of consensus through an argument-based planning approach.

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FOSTERING A REGIONAL DIMENSION IN DEVELOPMENT POLICIES THROUGH THE LOCAL PLANNING SYSTEM

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There is a growing recognition of the crucial relevance of the regional level of governance in promoting development policies. In the context of contemporary society, the building up of a consensual vision on communities future, as well as the promotion of a collective action-prone attitude, are regarded as a major challenge and an essential ingredient of development policies. In countries where there is not strong regional identity and/or autonomy, there are major barriers to the social construction, as well as to the design and operationalisation, of development policies. In Portugal, there is a centralised political system, where there are only two government levels, the national and the local. The planning system reflects this bi-polarisation of power structures and prevailing planning practices tend to result in the "municipalization" of development strategies, i.e., in the local "fragmentation" of territories. Hence, it becomes difficult to establish a planning-led mobilizing regional consensus on the visions and actions supporting the development process. Nevertheless, the paper will argue that strategic spatial planning can, in fact, play a decisive role in the promotion of supra-local (i.e. regional) development strategies in regions with no or weak identity and/or autonomy. In other words, the municipal strategic planning initiatives can be used as a means to create the conditions for a municipality to reach a new level of critical mass offered by a supra-local dimension. The paper will provide empirical evidence based on a practical planning experience of municipal strategic planning, where there was an explicit concern in fostering an understanding of how the consideration of a broader spatial (regional) setting can open new opportunities for municipal development strategies. To achieve this goal, there is the need to make explicit the interdependence of development trajectories and to foster a regional dimension through an inclusive and mobilizing approach to the planning process. In short, the paper wil argue that a purposefully designed planning approaches can contribute to a change in the behaviour of local stakeholders and promote an effective capacity to appreciate and value the supra-local resources.

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WIDENING STAKEHOLDER INVOLVEMENT IN ENGLISH REGIONAL PLANNING

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This paper will consider the nature of participation and governance at the regional level. In England, spatial planning at the regional level has been weak in the past. One of the projects of the Labour government, elected in 1997 and re-elected in 2001, has been to enlarge and strengthen regional planning in England. Part of the agenda has been to make more effective regional strategies, and Regional Planning Guidance (RPG) is a good example of this. National government guidance states that the aim is to involve 'stakeholders' much more actively in the process of drawing up RPG. The significance of this is intensified by the recent proposals to radically alter the plan structure and give statutory status to a new regional land use strategy to be known as a Regional Spatial Strategy (RSS). The paper will present research on the way in which the process of RPG production has been opened up for wider participation. It will compare the approaches taken by the eight regions across England and try to assess the underlying methods and philosophies of these approaches. The aim will be to identify what normative models of stakeholder involvement are being operated at the regional level, and what increased stakeholder involvement has meant in practice. One of the key ideas behind stakeholder involvement is that it is part of the process of enhancing institutional capacity. The paper will, therefore, consider what the nature of the institutional capacity created through the regional planning processes in England is, and will briefly consider the implications of this for the further changes envisaged by the Blair government for regional planning and the possible creation of directly elected regional councils with some planning powers.

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MULTI-AGENCY CONSENSUS-BUILDING PROCESSES IN TRANSPORTATION PLANNING: LESSONS FROM FLORIDA

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Consensus-based theories of planning process are examined in the context of multi-agency transportation planning in Florida. Eleven case studies examine adoption and implementation of stakeholder representation methods, group process innovations, and intra-agency cooperative methods to form consensus policies on highway and transit investments authorized by the Florida Department of Transportation. Interviews with FDOT district staff and leadership in partner agencies then examine understanding, trust, and the internal agency impact of multi-agency processes. Findings question existing notions of best practices in consensus building and explore ways to overcome internally-based agency constraints on multi-agency cooperation.

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CHINA IN EUROPE - BOCHUM IS RIDING THE TIGER

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* The team Team Eff-0-Two is a group of 15 students of the School of Planning of University of Dortmund, who have been working on this student research project since October 2001. The supervisors of the project, which has been initiated by the city of Bochum, are Prof. Dr. Klaus R. Kunzmann and Dr. Li Zhen.

The process of globalization is more and more influencing people and the cities around the world. Economic, cultural, political and ecological rationales lead to a daily thickening network of relations. As centres of goods and capital markets particularly "global cities" profit from this development, while other cities suffer. The competition among cities for inward investment, qualified manpower, tourists and events is growing.

Responding to the challenges of globalisation, and to stay competitive within the region, the city of Bochum, a medium sized city in the Rhine/Ruhr area, is forced to sharpen its profile. A strategy to internationalise the city seems to be indispensable. The city has to shift its traditional inward looking attitude to a more outward looking perspective. Hence, people play a key role in such international urban strategy.

Due to its university and the Sinicum, a "State of NRW Centre of Chinese Studies" the city has a weak potential for strengthening economic and cultural links with China. This in mind, the paper will present findings of a one year student research on the "Chinese Development Potential of the City of Bochum" The focus of the research is the question, whether China can be a thematic catalyst for a city foreign policy, which draws on the "Chinese" interests and activities of the many local actors. Important questions in this context are:

How big is the Chinese potential in Bochum? What is its economic and cultural meaning? How are Chinese residents and students recognized by Bochum's inhabitants? Does it make sense to use a Chinese potential for an international city policy in the industrial region? And how could this be managed? Does Bochum need a Chinatown like other cities with big Chinese communities? Is the city of Bochum perhaps able to become a priority location for German-Chinese joint ventures in Germany or maybe in Europe like Dusseldorf is for Japan?

The project is about the role and importance of ethnic businesses in the European city and about urban foreign policies to take up the challenge of globalisation.

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PLANNING, GOVERNMENT AND THE POLICY PROCESS: EMERGING FORMS OF GOVERNANCE IN THE UK TERRITORY

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The British town and country planning system is one of the most centralized in the world. Despite the majority of planning matters being undertaken at the local level, central government has always kept a tight rein on the activities of local government. Even devolution and decentralization may not truly provide for the local policy-making and the local control over issues that affect the future development of towns and cities, and the protection of the countryside and landscape.

Planning is not a technical and value free activity. Planning is an overt political system that creates both winners and losers. This paper considers the politics of development and decision - making, and political conflicts between agencies and institutions within the governance of British town and country planning. The focus for assessment in how British planning has operated within new processes of governance since the 1990s, and as the product of tensions between increased expectations from a larger group of stakeholders about what planning should be providing.

The paper's main argument is that the move from government to governance is upsetting traditional perspectives about and the operation of planning and that, as a consequence, the planning system will not meet the raised expectations of politicians, public or developers across various spatial scales about its broader purpose.

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SUSTAINABILITY AT THE LOCAL LEVEL - INTELLECTUAL, SOCIAL AND POLITICAL CAPITAL BUILDING

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The challenge of sustainability at the local level led to a set of events that reached a high point in the Rio Summit in 1992, where local governments committed themselves towards sustainability. With the coming of the Rio 10 and its overall assessment, the revision of what has been done so far is now at stake. Among the key issues one that assumed particular importance was the call to create opportunities for wide participation of local actors in the search for strategies and actions to achieve sustainability.

This reflected the deliberative turn, around the nineties, of the theory of democracy which placed the essence of democratic legitimacy in the ability of all individuals involved in a collective decision to pursue "authentic deliberation about that decision". Adding that the participants will accept the decision "only if it could be justified for them in convincing terms" this turn, affected necessarily local environmental planning.

The recent implementation of the Local Agenda 21 (LA21) in Portugal was carried out by local municipalities on their own initiative - no legal requirement made it mandatory - frequently due to the urgency felt by the local politicians to respond to the environmental expectations of their constituency. While developing the LA21 municipalities had to create new forums for the involvement of the local actors. Though Portuguese formal institutions are hierarchical, centralized and supported by restrictive procedures, these new modes of operation have been gaining adepts and acceptance from specialists, economic agents and citizens. This brings new ways of work to environmental planning and to innovative local decision processes.

This paper focuses in the development of these forums, through analyzing the use of interactive methods as a way to bring together local stakeholders during the planning development process from the phase of diagnosis, when local issues are identified, to the implementation phase when partnerships are sought. The techniques used are relatively new in Portugal, and leave up to consolidate extent to the participants the task of designing their own processes.

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GOVERNING COALITIONS IN URBAN PLANNING A GOVERNANCE APPROACH IN SWEDISH PLANNING RESEARCH

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The aim of the paper is to formulate a model for analysing governance in planning research. The model is developed from urban regime theory that puts the focus on how the capacity to govern can be created. The regime approach gives an opportunity to look at planning and ask: who governs? It gives us insights on why certain interests succeed in influencing planning and why others do not.

By analysing the planning process through the governing coalition, the focus on 'who governs' goes beyond the formal decision-making and planning process. Three things need to be established: who governs (the governing coalition); what their agenda is (the governing agenda); and what kind of power they have/use (forms of power).

The model is applied on a case study, the Lindholmen pier, on the northern riverbank in Gothenburg, Sweden. It is an interesting case in both a Swedish and European planning perspective. Many cities are faced with the challenge of developing old abandoned industrial areas as well as trying to raise the attractiveness of the city as a business region. The intention with the developments on the Lindholmen pier is to transform an old shipyard area into an information technology cluster and thus modernise the industrial life in the region. The municipality, through a municipal company, have worked together with Ericsson Mobile Data Design AB to fulfil these intentions.

What happens when one of the most important companies in the region decides to relocate it self? How does it affect the planning process to have a strong private actor involved? A governance approach highlights both the actors from the public and the private sector in the planning process.

By identifying the governing coalition and the forms of power used, the paper recognises both the formal and informal planning process. The formal process is carried out after the informal to make it democratic, legitimate and legal. It is during the formal process that other stakeholders get a chance to state their point of view.

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EMPLOYMENT DECONCENTRATION IN THE U.S. AFTER 9/11

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Employment deconcentration and the growth of employment in suburban areas has become a familiar pattern. The net social effects of this deconcentration are multiple, including congestion, air pollution, housing abandonment, the loss of open space, as well as public costs such as new infrastructure expenditures at the periphery and lost tax revenues in the city. This paper examines the changes the following questions, with particular emphasis on any changes that are happening, or seem likely to happen, as a result of the September 11, 2001 attack on the World Trade Center.

- How do rates of job loss or creation effect geographic patterns of employment?
- Can metropolitan areas/cities influence corporate choices in job location patterns through improvement of regulatory processes, land assembly or other initiatives?
- What are the most important corporate re-location trends and issues to consider?

The paper will extend the author's previous work published in *When Corporations Leave Town: The Costs and Benefits of Metropolitan Job Sprawl* (Wayne State University Press, 2001) based on literature and a survey of corporate relocation experts being conducted this spring.

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PROJECT PLANNING AND REGIONAL PLANNING: LINKING AS A VITAL CHALLENGE.

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Within the legal and administrative planning systems in Europe traditional types of land use plans hold a strong position. This position, however, is not self-evident. Nowadays, a new planning phenomenon gains rapidly recognition: project planning, with a specific role for the relevant actors. This type of planning is relevant for all levels of government, for projects can be found in all types varying from very large (e.g. rail infrastructure) to relatively small (e.g. housing). As the driving force behind project planning is so much stronger than the ambitions of more or less traditional land use plans (to facilitate and to coordinate), friction is aroused on points where they meet. In fact, as these two types of planning differ so much, conflicts can hardly be avoided. In the ideal situation a type of plan should be developed in which an adequate balance is reached between the wish for flexibility and the ambition to coordinate (integrate).

The major problem can be derived from the goal of project planning: the internal dynamics. Or, in other words, the need to finish the project within the constraints of time and budget. Consequently, in project planning there is a strong tendency to shelter themselves within the project from other developments, as these are considered potential threads to the central objective. Therefore, project plans are often islands in an ocean of ongoing developments.

On the other hand, there are the more or less traditional land use plans, trying to coordinate the impact of projects plans within its area. The success or failure of these plans will depend largely on the measure in which project plans can be integrated in other developments within the area. Given the relatively isolated position of project plans, the prospects do not seem favourable. Therefore, the question is whether the traditional plan or system of planning can be modified in order to accommodate project planning in a more appropriate way. In this way the coordination function of traditional plans on its turn is strengthened. Nowadays, at least in the Netherlands, the opposite development seems true. In our opinion this is a most unfortunate development, as in that case both types of plan will be out hollowed.

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TRACK 11

PLANNING EDUCATION

Co-chairs:
M. Bazin - B. Needham

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PLANING EDUCATION AND PLANNING PROFESSION IN AN ENVIRONMENT OF CHANGE

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Everything to do with planning in Italy is changing.
A reorganization of professional associations is in progress and for the first time this seems to be making dents in the obstacles set by architects' and engineers' professional associations to acknowledgment of town and country or regional planners.

A university reform is also underway which, firstly, gives official and definitive blessing to a separate independent degree course in planning and secondly redesigns university courses on two levels, a first degree with a three year course and a second degree course involving a further two years specialization to bring Italy into line with European practices. Planning as actually performed in the field is also currently being redefined. The demand for traditional physical planning work performed by public administrations is not the most important or the only one any more, while that for new professional skills required for the construction of strategic plans and integrated programs for support to local development is growing.

It is a moment that is anything but negative, perhaps one of the richest in opportunities for the clear definition and recognition of a professional figure which has so far been rather blurred and uncertain.

The paper, after an overview of the development of planning institutions, discusses how the new opportunities are shaping the evolution of planning education.

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BORDER-LINES IN URBAN SPACES AND PLANNING EDUCATION: PERSPECTIVES, PRACTICES AND CROSSOVER-CONCEPTS FOR ACADEMICAL AND PRACTICAL EDUCATION

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Based on experiences with 'teaching staff mobility' in the context of the Socrates-Program and common research interests in the field of participatory approaches, urban governance and urban insecurities we intend to initiate a deeper reflection on educational concepts and practices which ensure the necessary qualifications for a creative and fruitful implementation of integrated planning approaches under different spatial conditions. Space in our opinion is not simply considered as a bordered geographical area. When we refer to urban spaces in Milan, Hamburg, Venice or Munchen or elsewhere, we mean physical conditions as well as social practices, political and cultural regulations of action and esthetical symbolic representations in space. Borders are built and dismantled through interactions, representations, and social practices expressed between identity and diversity.

Acquiring a borderline position (between roles, cultures and disciplines) can often be strategic for gaining adequate and situated knowledge, for grasping the reality of a specific context, for interacting with the "knowledge of experience", for developing connections and positive relations among very differentiated subjects. A borderline position produces a continuous relocation of the perspective, a continuous process of resetting the 'frame' and the consolidated approaches and attitudes of one's disciplinary background. The proposed contribution starts with a typology of border-lines in Milan and Hamburg creating different urban border-regions. They need to be discovered and understood by students and urban planning experts for the development of adequate conceptual and action strategies. Out of our methodological and empirical experiences in research and teaching we show in the next step how perspectives and practices change in dependency of our own frames and experience at the one or the other side of one or more special urban border-lines. There is no doubt about the necessity of cross-over attitudes and strategies in these planning cases. But their development and implementation shows quite a lot of difficulties in German and Italian planning contexts as probably in other European regions.

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TEACHING PLANNING IN A GLOBALIZED WORLD - THE RE-STRUCTURING OF THE PLANNING COURSE AT THE UNIVERSITY OF AVEIRO, PORTUGAL

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The urban and regional planning course at the University of Aveiro is being reformulated. The new year programme offers a diploma which aims at creating professionals with competence to undertake planning tasks at different territorial scales and decision making levels. A critical question is the choice of courses and the content of teaching modules which will structure the main curriculum. Thus, the paper presents a critical review of the course restructuring process as a response to emerging planning issues in the Portuguese and European contexts and globalisation problems and challenges. The first part provides a structure to locate globalisation issues within the urban and regional planning framework concerning Portugal and the EU. The EU framework for sustainable urban development considers four policy aims: i) strengthening economic prosperity, ii) promoting social inclusion, iii) protecting and improving the urban environment, and iv) contributing to good urban governance and local empowerment.

The second part explains the context for planning intervention in Portugal, characterising the role of planning under different regimes and the recent changes in the planning system addressing the needs of a more decentralised local administration and of a more participatory and collaborative society.

The third part describes the development of the urban and regional planning course at the university of Aveiro, explained in articulation with the emergence of planning activities and issues of professional and institutional accreditation.

The fourth part analysis the design of the new curriculum and raises questions about the adequate format of a planning course, the principles for integration within the university system and the education of planners as social scientists, the areas of research to be developed and the concept and content of courses.

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TEACHING URBAN SUSTAINABILITY TO ARCHITECTS AND PLANNERS: THE INTERCULTURAL DIALOGUE

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Spatial planning and design are to play an important role in moving towards a 'sustainable' path of development in a century expected to be a predominantly 'urban' one. The concept of urban sustainability requires approaches regarding more than 'ecological footprint' issues in human settlements. Besides being the most complicated artificially made ecosystem, the contemporary city shelters most complex social and cultural processes.

The region of the Balkans is a crossing point of historic movements, a place of multiethnical and multicultural interactions; it keeps the memory of conflicts but stories of cultural tolerance too, well written down into the urban tissues of cities and towns as an illustration that cultures are ways of living together. The current dynamic processes of social and economic restructuring bring the risk of disrupted cultural and spatial integrities but also the unique chance of generating a cultural dialogue with the rest of Europe and the world conceptualizing local and regional cultural and spatial identity.

Based on the personal teaching and research experience of the author in both the national and the international context, the paper argues that moving towards a culture of dialogue is the way for planning education to provide the conceptual framework of a holistic approach to spatial structures in order to promote the cultural continuity and the sustainability of urban development.

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RESEARCH-LED TEACHING: THE CONTRIBUTION OF PLANNING EDUCATION RESEARCH

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Research-led, or research-based teaching refers to the linkage of research and teaching in the academy. The relationship has been interpreted in different ways, for example:

- teaching of a research topic studied by a lecturer in a module or part of a module;
- teaching with an emphasis on cutting edge developments & ideas in the discipline;
- teaching with an emphasis on research methods/processes;
- teaching that is inquiry based and encourages students' research;
- teaching that is based on pedagogical or educational research (McGuiness, n.d.).

This paper focuses specifically on the contribution of educational research to the teaching of town and country, urban, city and regional planning. According to Roberts educational research can not only improve teaching and learning but also help to clarify what is taught and why. While disciplines such as geography have developed an established tradition of educational and pedagogic research over the past three to four decades with substantial funding, organisations, journals, symposia and conferences dedicated to the subject, educational research in urban planning is somewhat less co-ordinated and not always fully valued. This is partly due to planning education being generally limited to higher education with a comparatively smaller pool of students and planning schools or departments. Nonetheless, there is a significant and rising amount of action and class-room research in planning education, exploring issues included but not limited to problem-based learning, work-based learning or the use of different communication techniques in planning theory teaching. The number of sessions at conferences addressing planning education seems to be rising. Drawing on a newly compiled bibliography of literature on planning education, it is investigated what planning education research can contribute and has contributed to planning education.

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STUDIES CURRICULA IN GREEK SCHOOLS OF PLANNING; TRANSFORMATIONS AND PERSPECTIVES.

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The paper is concerned with the curricula of *planning studies* in Greek Universities - on both undergraduate and postgraduate level. It presents the transformations of the curricula in the last two decades, while it investigates the parameters that might have influenced the core structure of the curricula. As such parameters, are examined a) economic globalisation and European integration, b) dominant schools of thought in planning, c) the links between planning and architecture in terms of both academic discourse and practice d) new technologies in teaching e) public sector's major projects and requirements.

The paper attempts to draw *the perspectives of planning studies in Greece*; research focuses on the investigation of two main issues: a) the challenges of planning profession in Greece in the era of European integration, economic globalisation and knowledge society b) the re-orientation (and specialisation) of planning studies, so as to fit better into the Greek paradigm of urban and regional development.

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PLANNING EDUCATION FOR A KNOWLEDGE-BASED SOCIETY: STRENGTHENING THE LINKS BETWEEN TEACHING AND RESEARCH

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It is widely acknowledged that we have been moving towards a more knowledge-based society. One aspect of this societal transformation is the rapid pace of advancement of knowledge, its dissemination, and its application. Another is the growing emphasis now being placed in many fields on "evidence-based practice". An important corollary of these developments is the argument that professional education, in planning as in other disciplines, should be more "research-based", even "research-led". This is in order that practitioners might be more able to engage critically with the evolving knowledge base of their field of practice; to assess the value and validity of new research; and to commission and participate in research activity. This aspiration faces a number of difficulties, however. Not the least is the divide between teaching and research that has been such a long-standing feature of higher education, in the UK and elsewhere. It was against this background that a 3-year project was launched in 2000, to investigate ways of promoting the synergy between research and teaching in built environment disciplines. Funded by the UK's higher education funding council, LINK project involves four partner universities: Oxford Brookes, Sheffield Hallam, Westminster and West of England. The paper will outline the analytical framework that underpins the project; summarise the methods being employed; and indicate some of the initial findings.

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PERSONAL DEVELOPMENT PLANNING: A TOOL FOR REFLECTIVE LEARNING

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Are you ever worried that learning could be "in one ear and out the other?!" This paper summarises a pilot project in personal development planning undertaken by postgraduate planning students at Edinburgh College of Art/Heriot-Watt University this year.

Personal development planning is a tool to help students reflect on and record what they are learning throughout a course, linking education with practical experience and including transferable skills. It is a structured and supported process that combines reflection with plans for the future. Some systems seem overly long and laborious and we have tried to devise a streamlined system that encourages students to think deeply about their own personal development. Considerable thought has been given both to the content of the plan that students are asked to fill out and the process whereby they are encouraged to do it. The pilot project this year has sought feedback from students at every step. The paper will incorporate results of the evaluation by both staff and students.

The plan includes strong links to professional career development. One goal of the process is to help students acquire good habits in lifelong learning and continuous professional development. Copies of the student forms will be available. They include a list of knowledge, skills and values required by the Royal Town Planning Institute as well as open questions about a student's aspirations and achievements.

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ACTION RESEARCH FOR CONTINUING PROFESSIONAL DEVELOPMENT

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An ability to manage one's own learning is recognized as increasingly important in the rapidly changing context of the workplace. Reflection is often promoted as a useful practice to reinforce learning by doing. Using Zuber-Skerritt's (1996) CRASP model, this paper discusses how systematic action research can be used to support continuing professional development and in the finding of one's own professional voice. The paper also illustrates how the use of 'reflective summaries' by students can aid them to conceptualize how they learn, as a step towards supporting them in the challenge of lifelong learning.

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TEACHING PLANNING AS A PROCESS OF SOLVING COMPLEX PROBLEMS

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We understand planning as the "art" of solving complex problems. This implies, that planning is not the mere use of methods or tools to solve a given problem, but the process of understanding the roots of the problem and finding a suitable solution.

Even though real problems are mostly unique, we have developed a planning theory, which describes the steps of planning and the implementation of the solution in general.

The challenge was to find a way to teach our concept at a university level to graduate students. Our answer was a course, that was successfully tested in the winter semester 2001/2002. It included the content of the planning theory, tailored to suite the audience according to latest ideas in educational design, and the content delivery with well proven aspects of our past and current teaching combined with elements of e-learning.

One centre of attention was to understand the problem before finding solutions. Using "problem based learning" as method, students were asked to find their own complex problem - thus increasing motivation, because they took ownership of their topic. The first step and maybe the most important part was letting the students define their complex problem ("big mess"), their key-constructs used to describe it, the causes for their mess, the underlying paradigmatic approaches and letting them describe the individuals and groups involved, including their interests.

As students of architecture and urban planning are used to receiving seemingly well defined problems with the mission to find a suitable solution, this focus on the phase before finding the solution seemed somewhat unusual to many. But by letting the students find individual answers to a series of questions which led through our theory, they quickly realized, that the definition and comprehension of the problem closely relates to - or even defines - the scope and the nature of the solutions.

The results of the class encourage us to further pursue and develop this direction of teaching and to centre further courses around this concept.

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POSTGRADUATE TOWN PLANNING EDUCATION IN AUSTRALIA

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Town planning education in Australia is available both at postgraduate and undergraduate levels. The programs are accredited by the Royal Australian Planning Institute (RAPI) and have to meet the requirements of its Education Policy in terms of subject matter and skills considered essential by the planning profession. Over two-thirds of RAPI accredited programs are offered at postgraduate level. RAPI encourages planning schools to develop a specific education focus and they have responded by providing considerable variety in their program offerings. The paper examines the nature of the 18 postgraduate town planning programs presently available at 12 Australian universities. They are taught in different university, faculty and departmental contexts, and display great diversity in program types, admission requirements, program lengths, program structures, and in the relative proportions of core courses, electives and research work included in their content. The paper compares the similarities and differences between programs, and concludes that professional requirements can be achieved by markedly varied educational approaches and program structures. Since the core curriculum requirements in Australia are similar to those in Europe, and possibly elsewhere, the Australian experience with postgraduate planning programs offers encouragement and assurance for other universities that diverse models for postgraduate planning programs can be used to meet the needs of professional town planning education.

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LearnIT@ETH: NEW METHODS IN INTERNET BASED TRAINING IN THE POSTGRADUATE EDUCATION IN SPATIAL PLANNING AT THE ETH ZURICH

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The Swiss Federal Institute of Technology Zurich (ETH Zurich) offers a postgraduate education in spatial planning on a part time basis. The participants originate from different disciplines and work in various fields (e.g. planning administration, private planning office, consulting, self-employed). Most of them come from the German speaking part of Switzerland, but also from other parts of Switzerland and from abroad. That is one reason, why we designed the education in weekly blocks, when the participants and lecturers come together in Zurich.

To keep this time of presence short, the postgraduate education in spatial planning designed and realised October 2001 the learning platform LearnIT@ETH, which will also be implemented in other (postgraduate) studies at the ETH Zurich.Features of LearnIT@ETH are:

- Professors and lecturers can easily draw up the lessons with templates (text, pictures, maps, movies and other). Programming is not needed.
- The lessons can be seen immediately on LearnIT@ETH, because they are directly uploaded in a database on the internet. The lecturer can actually permit the user rights.
- Beside the ordinary tests as multiple-choice, query and answer, animated categorising of notions etc. we implemented in LearnIT@ETH two new tools for organising and representing knowledge: Concept Maps and Jigsaw Classroom. Concept maps include concepts, usually enclosed in boxes, and relationships between concepts, indicated by connecting line between two concepts. The jigsaw classroom is a specific cooperative learning technique. Just as in a jigsaw puzzle, each piece - each student's part - is essential for the completion and full understanding of the final product. If each student's part is essential, then each student is essential; and that is precisely what makes this strategy so effective.

With this paper I want to show our learning platform LearnIT@ETH and the new learning methods. We are very interested to spread LearnIT@ETH and to co-operate with other schools to improve distant learning in the field of planning.

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ESTABLISHING A NEW PLANNING PROGRAMME IN BULGARIA TRACK PLANNING EDUCATION

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The paper presents the results of a joint European project (JEP) in the framework of PHARE-TEMPUS programme for establishing a new full time BSc Planning programme for the first time in Bulgaria. The curriculum is in line with the international trends of increasing demand for professionals, whose profile covers knowledge and high technical competence in solving complex and multifaceted problems of contemporary spatial development, urban management and integrated urban and regional policy. The need of well-trained personnel is motivated by the simultaneous changes in Bulgaria and Europe.

The programme is thought to educate specialists according to the ECTP and AESOP requirements about the knowledge, skills and attitudes in order to achieve a high European standards. The structure offers 4 successive levels, each corresponding to one of the 4 years of full-time education - Foundations; Planning & Development Process; Broader Planning Context and Applied Planning. The modules are grouped in several routes - Planning Policy, Planning Theory and History, Planning Methodology, Planning Techniques and Professional Practice.

The fully developed package for accreditation could be used as a model for curriculum development with all its elements - Learning environment, Department potential, Academics profile, Curriculum with ECTS and Quality assurance system, Teaching, Learning and Assessment strategies, Staff development policy, Research strategy and Management of the programme.

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INTERNATIONAL COOPERATION ON URBAN AND REGIONAL PLANNING - A VIEW FROM "THIRD WORLD" ON THE AGENDA OF SCHOOLS OF PLANNING

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Everywhere, urban and regional planners are challenged by the neoliberal consensus and by the criticism against the results of the post-war experiences on planning cities and regions. Besides, Brazilian and Latin American planners are also challenged by the fact that Third World countries are under the pressure of multilateral agencies (World Bank, IDB) to adopt models of planning inspired on competitive and entrepreneurial methodologies (urban marketing, strategic planning, etc). Nevertheless, on the other hand, they must face the urban consequences of structural adjustment and the liberalisation of trade: urban poverty, unemployment, social and spatial segregation, etc.

It means that while urban and regional planners might solve the dilemma of the relationships between state and market, in the Third World we must solve the dilemma of these same relationships in a context of structural dependence and huge social inequalities.

How can our schools of planning, both learn with the experience of Northern planners, appropriate Northern theorisations on the city of the 21st century and be connected to the actual, and tragic, realities of our cities? How can we inform the urban and regional planners we are training about models and theories adopted in the developed countries and, simultaneously, prepare them to resist the offensive of international consultants and international agencies which goal and mission seems to be the transformation of our cities in mere consumers of planning models and recipes?

The answers are not easy, but we suggest that planners in Third World countries should both be open to international experiences and theoretical and methodological advancements but, above all, embedded in their own urban and regional realities and committed to the rich and multiple innovations citizens and local authorities are experiencing to change their cities. International cooperation -both North/South and South/South - can be very important help to achieve this goal.

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LIFE STORIES OF PLANNERS' CAREERS AND COMPETENCIES: A CRITICAL REFLECTION ON OUTCOMES-BASED PLANNING EDUCATION

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Currently one of the key themes/topics in the broader education context, as well as in planning education, is that of outcomes-based education. Internationally and locally [in South Africa] various debates are waged around the concept of outcomes-based education, the associated performance-based approach, the new approach to the educational process and the emphasis on the so-called "product". Complicating the identification, definition and development of outcomes in the domain of planning education are the numerous [and continuous] debates regarding the definition of planning, the role of planning and planners, new demands on planners and the general versus the specialist nature of planning. Taking into account national and international complexities and dimensions in planning education, this paper critically assesses the competencies planners profess to have and use, and the relation between these competencies and those that planning education professes to impart. This is done via an unpacking of life stories of planners in various fields and career stages in South Africa. The paper is based on nation-wide research undertaken during 2001-2002, which entailed a narrative analysis of the professional life-stories of planners in the country. This research is not only focused on identifying key competencies and abilities, but also on the way in which competencies are developed through formal and informal processes of life-long learning and education. Questions raised are whether a postmodern concept of individual learning is simply being reduced to another modernist project embedded in standardization, and whether "the whole is more than the sum of the parts" in outcomes-based education? The paper intends providing some critical perspectives on the complex relations between key competencies, personal experiences and careers of planners, and debates regarding outcomes-based education in planning both locally [South Africa] and internationally.

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TRACK 12

PLANNING LAWS, PLANNING INSTITUTIONS, AND PROPERTY

Co-chairs:
R. Alterman - K. Lalenis

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ROLE OF REGULATORY PLANNING IN ISTANBUL AND MADRID'S COMMERCIAL AXIS DEVELOPMENTS: SUCCESS OR FAILURE?

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Institutional conditions may filter and divert policy aims into unwanted different spatial development processes. Legally driven strategic and general physical planning sometimes fall into lack of agility and of implementation capacity, whilst local specificities often require cautious eyesight at project level.

We display two cases where the physical development largely overruns the aims of regulatory prescriptions. In these examples, both have produced spontaneous and free-riding urban growth in office space and large-scale retail outlets. In order to trace the underlying mechanisms that cause the spread of commercial property along corridors in Istanbul and Madrid albeit the rigid planning regulations, we guide discussion through the following questions: How do land property-based institutions shape regulatory planning? To what extent the managerial capacity of planning systems is able to control the pressure from individual property owners, investors, developers and entrepreneurial local governments in opportunity driven market conditions?

Underlying institutions, specially the ones based on land property relations, shape different outcomes in the spread of office space and large-scale retailing in both countries' examples. This paper concludes that legal solutions to planning regulations are usually overtaken by more agile dynamics in commercial property development. We demonstrate that a number of policy sectors and planning systems in Turkey and Spain are deficient in entrepreneurial capacity.

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THE RECENT LEGAL FRAMEWORK OF PLANNING IN GREECE AND EUROPEAN FUNDING POSSIBILITIES: AN OPPORTUNITY FOR A FULL SCALE SYNERGISTIC EXPERIMENTATION ON NEW PLANNING INSTRUMENTS

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Today we have in Greece two recent planning laws: the new Urban Planning Law N2508/97 and the Law 2742/99 on Spatial Planning & Sustainable development, of which none has been put into practice to date.

Currently, the operational programs of the Community Support Framework at national and regional level are entering the phase of implementation. Studies and other applications pertaining to both the above laws as well as to programs like Habitat around the general goal of sustainable development are included as fundable actions of the relevant measures.

At the same time the restructuring of local administration which is still under way, gives the new Municipalities - individually or in programmatic groupings- the necessary territorial and institutional base for an integrated and coherent involvement of the local actors in planning of both urban and non-urban space and of local development generally.

On the other hand, it is a well-known fact the extreme degree of centralization of planning administration and of fragmentation of the legal framework, a situation that despite sporadic efforts of modernization is fully in action until today.

It will be argued in the paper that the existing funding possibilities with potential recipients at all levels of the (local) administration and outside of it (bodies of the 'mixed' sector) should give rise to bold initiatives of experimentation in the application of the new Planning Laws not only at the level of studies but also at the level of new institutions at local, regional level in the form of Local Planning Nodes for a continuous and coherent monitoring of developments and interventions in the territory: such nodes can prove an indispensable consulting mechanism to the new local leaders and can develop, with the use of appropriate technologies, into Citizen's Service Centers for planning matters.

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PLACING THE FOREST LAWS AND POLICIES IN INDIA IN A FOREST DWELLER'S PERSPECTIVE: A HISTORICAL ANALYSIS

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Forests in India and in many other Third world countries are facing catastrophe. The fact that Indian forests (unlike forests in Western countries) form the life support of the majority of India's rural poor makes this an issue of grave concern. Laws and policies governing the Indian forests have thus been the subject of intense scrutiny as planners, thinkers and NGO activists have tried to pinpoint the cause of this devastation. The singular thread that has emerged from this debate points towards the successive alienation of the forest dwellers from the forests that sustain their livelihoods. In this paper I explore the forest dweller's dimension through a historical analysis of forests laws in India. I show how the forest laws and policies spanning from the seventeenth century to present have continued to appease more powerful interests (from the British monarchy to the forest industries) and in effect sidelined the rights of the forest dwellers and that deforestation is really an issue of property rights. Historical evidence and common logic establishes that forest dwellers who derive their subsistence from the forest have the maximum stake in forest protection. Over the years, forests, which were once under the guardianship of the forest dwellers, have become a property of the state. The resulting crisis in Indian forestry relating to high rates of deforestation has come about due to an erosion of customary resource regimes and the acquisitory tendencies of the state. The current forest policy attempts to add a new dimension to the " command and control" tradition of forest laws. It talks of promoting a people's movement to save and regenerate the degraded forestlands through Joint Forest Management (JFM) arrangements. The forest dwellers in lieu enjoy certain usufruct rights, one of the rights in the bundle of private property rights. I argue that the bone of contention still remains- the ownership of land is still vested in the government along with the big bundle of rights that is attached to it. In order to halt this loss of forest cover it is crucial to restore the rights of the forests dwellers or look at a more people friendly arrangement that gives the needs of a poor forests dweller an equal status against the demands made by powerful interest groups. The research for this paper has been drawn from independent reviews and critiques of forest acts and policies. The forest dwellers for the purpose of this paper are identified as villagers who are partially or wholly dependent on forests and forest produce.

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PROMOTING RADICAL CHANGE: THE LOI RELATIVE A LA SOLIDARITE ET AU RENOUVELLEMENT URBAINS IN FRANCE.

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In December 2000, the French parliament approved a new law, the *loi relative à la solidarité et au renouvellement urbains* which introduced major change to the planning system. It included a recasting of the hierarchy of land-use plans, introduced new requirements for the provision of social housing in built-up areas, and made changes to the system for transportation planning. It represents the culmination of more than a decade of debate on the future of planning in France. The law is striking for three particular features. First, it tries to marry the land-use planning process to the wider field of urban policy. The reforms are specifically aimed at reducing social exclusion and, in particular, at ensuring that social housing is not concentrated in particular areas. Secondly, there is an explicit desire to link plan making to the reform of local administration by using plan preparation to promote joint working between communes, the base unit of local government. Thirdly, there is a concern to make planning prospective and strategic. This paper attempts an evaluation of the new law in the following terms:

- It considers the origins of the reforms and the nature of the debate in the 1990s;
- It reflects on the essential characteristics of French planning and how the reforms relate to those characteristics;
- It explores the likely effectiveness of the reforms and the constraints that could hinder their successful implementation.

The paper will conclude with a general reflection on how the reforms in France relate to the moves to develop planning in other parts of Europe and particularly in Britain.

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CATCHING UP WITH EUROPE? THE EUROPEAN CHARTER OF HUMAN RIGHTS AND PLANNING PROCESS IN THE UNITED KINGDOM.

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Like citizens of other European countries, UK citizens have had access to the European Court of Human Rights for most of the time since the European Charter of Human Rights (ECHR) was signed in 1950. But almost alone in Europe it was not until 2 October 2000 that the ECHR became binding on decisions of the UK's domestic courts through the passing by the UK Parliament of the Human Rights Act 1998. At that time many commentators looked to the resolution of a single issue of fundamental importance to the UK urban/spatial planning process, that is whether the quasi-judicial role of Central Government in deciding appeals and the like in the field of urban/spatial planning would survive judicial challenge mounted under the new legislation. In the event, the expectations of many in that respect proved groundless. In March 2001, important judgments by the House of Lords (the highest judicial authority in the UK), based on both judgments of the European Court and UK constitutional principle, showed that such fundamental change was not a requirement of the Charter. Nevertheless, review of the literature suggests grounds for believing that the effect of directly linking the ECHR with domestic law will be extensive, if piecemeal and incremental. In particular, important changes may be expected in the processes by which planning decisions are made at the local level. By the beginning of 2001, a survey conducted by colleagues at Cardiff University showed that there was no coherent response to the challenge posed by the Charter. However, aspects of judgments of March 2001 and subsequent decisions made by the UK courts have suggested that carefully measured change is necessary in order to bring local process better into accord with the Charter and in particular in accord with Article 6 which guarantees everyone "a fair and public hearing within a reasonable time by an independent and impartial tribunal established by law ... in the determination of civil rights and obligations ...". What those changes might be, how they might also better secure rights to respect for family and private life and to property, how far change is currently being implemented, and to what extent this process will align UK practice to that in other parts of Europe will be reviewed.

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CHAOS IN THE DRAWING ROOM IMAGE MAKING AND IMAGE BREAKING IN THE EXPERIENCE OF URBAN REGULATION IN RECIFE, BRAZIL

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This paper, which is the short version of a PhD thesis developed at the Architectural Association in London, investigates the struggle for city image making in the experience of urban regulation in Recife, state capital of Pernambuco in the Northeast of Brazil from mid nineteenth century onwards. The work examines the process of constitution of the dominant vision of the city embodied in the legislation controlling its spatial development. It focuses on the historical struggle carried out by local urban social movements to participate in this process. The paper argues that **the process of image making/image breaking was integral to the transformation of the notions of city and citizenship in the urban regulation of Recife**. Beyond a simple instance of social regulation the urban law is perceived as a dynamic force connecting society to the processes that underpins its formation. In the work law and the legal institutions constitute a particular way of representing social relations, a particular way to imagine reality as it was, as it is and as it ought to be, feeding back and in from other social processes.

In Brazilian culture the drawing room is the domain used by the households to place the public image owners would like to display to outsiders. The title "Chaos in the Drawing Room" in this context, becomes the metaphor to encompass both the bourgeois desires of progress and civilization translated to the city and the processes of resistance carried out by popular movements.

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EMERGING TRENDS IN SPANISH LAND-USE REGULATION

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The Spanish planning system as it evolved during the second half of the XX century has been characterised by a high degree of legal-technical coherence. This character materialised in an elaborate set of regulations hierarchically defined at the national level (*Ley del Suelo*), which establish not only what can (or cannot) be done on different types of land (including absolute prohibition to develop), but also obligations to develop on the part of owners of certain types of land (as defined by Local Plans) and an intricate procedure for land development whose main technique is based on land readjustment (*sistema de compensación*). This system reached its zenith in the early 1990's: during the years of dictatorship, it was only partially applied, as corruption in urban development was widespread; in the 1980's it was fully applied in a number of plans accross the country. But criticism started to develop in the mid 1990's. The elaborate character of the system, from a technical and legal standpoint, has been, paradoxically or maybe logically, one of the reasons of the difficulties it started to face in that decade. Other factors which emerged at the time where: the regionalisation of the country following the new Constitution of 1978, which gave the new regions the power to legislate in matters of urban and regional planning, opening the door for a diversity of planning legislations and leaving only a few issues in the hands of the national government; the new patterns of development, as sprawl started to substitute for the traditional, compact forms typical of Spanish cities; the emergent ideology on liberalisation and deregulation, which in Spain has been spoused, within the planning field, a decade later than in other European countries. In this context, a number of new laws, both national and regional, have been enacted in the last five to six years, as well as a number of decisions on jurisdiction on the part of the Constitutional Courts, as conflict arises between the state and the regions. This paper will give a overview of the emerging approaches to plan making and implementation. It will also raise a number of issues derived from the new complexity of planning brought about by the introduction of a regional tier with strong powers in urban and regional planning.

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CAN PUBLIC OBJECTIONS TO STATUTORY PLANS BE PREDICTED AND PREVENTED?

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All advanced-economy countries have planning laws that authorize planning bodies to prepare documents - variously called plans, schemes, regulations, or bylaws - that determine the landowners' development rights on particular tracks of land. Such regulations typically determine the type of land uses, the permitted development intensity, and various design or environmental regulations. Because such plans greatly impact property rights or have an influence on quality of the environment, most legal systems grant the affected public some rights to voice objections at particular stages in the approval process. However, the objections format is a conflict-enhancer, not a conflict mitigator. The public-objections stage draws fire from all sides: It is the fear of developers for the risks it harbours, the fear of public-planning bodies for its time-consuming effects and litigiousness, and the target of dismay of the affected landowners or the broader public for the straightjacket rules stipulated in the law for submitting objections. If a method could be found that helps to predict the likelihood of objections based on the contents and characteristics of statutory plans, some of the conflict could be directed towards preventive mitigation and conflict resolution. This paper reports on empirical research that asks whether a statistical relationship can be identified between the attributes of statutory plans in terms of their contents and the degree of public objections they draw. The case study is Israel's 1965 Planning and Building Law that stipulates that statutory plans must be deposited for public review and grants a limited time for objections by interested parties. For the empirical research we selected the Central District where much of the development pressures occur. In a high-density country and a high-pressure and high land-values district, the conflicts surrounding statutory plans are intense, making this case study appropriate for possible lessons to be derived. Our sample includes 680 plans, divided into those that drew objections and those they did not. The plan-attribute variables include type of plan-initiator, the plan's area size, type of sector proposed land use category, number of housing units, etc. The empirical research is now in progress. Partial findings will be presented in the proposed paper. The conclusions will ask whether it is possible to predict whether plans with particular attributes are likely to draw objections more than others and if so, what can be done to prevent or mitigate such conflict.

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ROLE OF LAWS AND DECREES GOVERNING THE CONSERVATION OF VALUABLE BUILDINGS AND SETTINGS IN EGYPT

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This paper discusses the conflict between the process of heritage conservation and urban development. It tackles the necessity of Laws and decrees as a major tool to adjust the relationship between the desire of conserving heritage considered as a national resource, and challenges of development. The paper thus aims at discussing the role of laws and decrees with emphasis on those concerned with urban conservation, and valuable buildings' preservation. It aims also at arguing the pros and cons of the existing legislative framework, and its applicability within the built environment in Egypt. The proposed methodology relies on three main approaches. The theoretical approach consists of defining the major keywords and vocabulary related to the legislative framework, the difference between laws, decrees, regulations and other terms is presented, the role of laws as a regulatory tool for planning and designing is also discussed. The second approach, is analytical, it deals with the evolution and classification of existing laws and decrees, a chronological analysis with classified topics are the two components of a proposed comparative matrix that explains the concept of evolution, the analysis is based on the classification of laws and decrees into specific domains, namely: definitions, procedures, urban and architectural aspects, and institutional and organizational issues. The third approach highlights the existing situation in Cairo, the capital of Egypt. The applied study reveals the major problems, and contradictions related to this issue. Which require the necessity of reviewing the actual Law and the existing gaps that enable, users, and owners to break the law, and misuse the existing building stock. How to conserve the urban heritage within the existing dynamism of the development trends? Remains a vital question that requires a quick and serious action in Egypt.

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LAND MANAGEMENT - A CONCEPTUAL APPROACH

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The paper presents a global model for understanding the interaction between land administration, sectoral land use-management, and spatial planning.

The Danish system of planning control is highly decentralised placing land-use decision-making power at regional and especially local levels. Comprehensive planning, framework control, and public participation are key elements.

The system is supported by the sectoral land-use acts, such as agricultural regulation, environmental protection and nature preservation. The sectoral land-use provisions are administrated by the county- and municipal authorities based on sectoral land-use programmes that also form the basis for comprehensive planning at regional and local level.

Furthermore, the system of planning- and land-use control is supported by appropriate land information systems, such as the cadastral register, the land title register, the building and dwelling register, etc. These registers are organised to form a digital network of integrated subsystems connected to the cadastral and topographic maps.

The paper analyses the interaction between the three areas to form a global land management model. To manage such a model depends on appropriate structures of governance. In this regard decentralisation is seen as a significant key to sustainable development.

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BALANCING THE RIGHTS OF THIRD PARTIES AND DEVELOPERS

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Town and country planning (as it was then described) or spatial planning (as it is now more popularly designated) was introduced to the Republic of Ireland by the 1963 Local Government (Planning and Development) Act. Development, defined as "the carrying out of works on, in or under land or the making of any material change in the use of structures or other land", could only be carried out after obtaining planning permission from the local authority - the County Council or City Corporation. In these provisions for control of development, the Irish legislation closely followed the British Town and Country Planning Act of 1947.

One significant original feature incorporated into the Irish planning system was a general statutory right of appeal against planning decisions, a right not fettered to *locus standi* defined by property ownership or by status of being an "aggrieved person", the phrase used in the British legislation. Under the 1963 Planning Act, "any person" could appeal to the Minister for Local Government against a decision of a planning authority within one month of the grant of planning permission. Initially, few people availed of their right of appeal. However, the prosperity of recent years has meant that development pressures have intensified exponentially and, coupled with increased public environmental awareness, have led to a significant growth in third party appeals. Claims have been made by the construction industry that delays caused by third parties are a major contributor to the cost and scarcity of housing. Apart from the interference with private property rights, which are protected in Ireland's written Constitution, it would be political suicide to attempt to remove this popular and easily accessed remedy for persons concerned about development. Successive pieces of amending legislation have sought to balance the rights of third parties and developers by a variety of mechanisms. This paper will track the various legal milestones which have shaped the planning appeals system of the Republic of Ireland.

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NEGOTIATING PLANNING GAINS IN A RIGID ZONING SYSTEM

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Norwegian planning law is known as a rigid, prescriptive zoning system with legally binding plans and regulations, allowing developers little flexibility. Throughout the 1990s two features of Norwegian planning practice was (1) a change of focus to densification and urban transformation, and (2) a growing involvement by the private sector in both planning and supply of public services in transformation and densification areas. Even if the private sector involvement in the needed supply of public services because of such property development hardly is of a new date in Norway, the type of planning gains negotiated seems to have changed the last few years. The focus used to be rather technical and on the supply of infrastructure inside the planning area. More often the focus seems to be financial and related to different types of impact fees. This development, and the possibilities to deal with it inside a rigid, prescriptive zoning system, is discussed in the paper. The theoretical framework for the discussion is found within institutional theory.

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SHOPPING CENTERS IN THE AUSTRIAN SPATIAL PLANNING LAW

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Regulations for Shopping Centers are a "never ending Story" in the Austrian Spatial Planning discussion, because the various interests are conflicting - not only on the municipal Level, but also in a regional dimension. For some time now a certain trend, which is comparable to international standards, is determinable when it comes to decisions on locations for the retail trade in Austria: Shopping centers are increasingly erected at the borderline of cities, mostly on green land, because real estate prices are more reasonable there than in central locations and larger areas are available. From a spatial planning point of view, however, this has re-sulted in negative consequences. The volume of traffic in areas around the cities has in-creased, overdevelopment and urban sprawl are being increased, the countryside and city view are being spoiled. The transfer of important retail trades and their purchasing power to the suburban regions results in the weakening of the attractiveness of city centers.

With this background Austrian legislators - the nine Lander are responsible for spatial planning legislation - have been attempting to restrict the erection of shopping centers outside of city centers for some time by adjustments in the spatial planning laws. All in all shopping centers should be primarily erected in the city centers, which is supposed to contribute to an increase in attractiveness. This should be achieved by regulations of use, whereby the various offers will be differentiated. A precondition for the erection of shopping centers are special allocations in the land utilization plan of the municipality, which may only be determined in agreement with the supra-local indications from the Lander planning. The administration of the Lander restricts and controls the municipalities in their determinations of shopping centers by restrictions in their regional planning to an increasing extent.

Altogether the controlling requirements for new projects are increasing from the planning point of view, which results into long procedures on the one hand and uncertain results in the approval proceedings on the other hand. In order not to lose shopping centers in the competi-tion of the cities for investors, facilitated regulations of procedure for the city centers are previewed. This is supposed to be an incentive for investors to realize their projects in the city centers and not outside the city limits.

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LEGAL INSTRUMENTS FOR SECURING THE ADEQUACY OF PUBLIC SPACE IN URBAN ENVIRONMENT IN GREECE. A COMPARATIVE ANALYSIS

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Availability of space for public use is always a necessity in urban planning because it secures the proper function of a plan and provides the infrastructure for social reproduction of human societies. Planning laws and planning regulations are supposed to secure this availability, provide a balance between public and private space, and manage potential or expressed conflicts concerning ownership and rights of use. In Greece, these conflicts are more intense than in most other E.U. countries, since there is scarcity of public space in areas to be developed, and the attempts of acquiring it from the private sector usually meet strong resistance from the landowners. Inevitably, this provokes serious drawbacks to the planning process and implementations, and various attempts have been made to alleviate this phenomenon. These attempts were mainly focusing in the provision of legal instruments for regulating the acquisition of public land, rather than in the formulation of a clear and viable policy of land management. A variety of related laws was produced in the last thirty years, with different principles, objectives and philosophy, which can be classified in the following main categories: a. expropriation of land, b. acquisition of land through usual economic transactions, c. right of preference to the broader public sector to buy land, d. transfer of building ratios, e. contributions in land from land owners. The above categories provide sufficient theoretical alternatives for securing adequacy of public space in urban plans. In their implementation, though, the situation is far from smooth, since conflicts and breach of laws are still a very frequent phenomenon. Noticeable differences were also recorded, concerning outcomes, public reactions, and procedural characteristics of the various legal tools. The proposed paper will analyse the conditions of scarcity of public space in Greek urban areas, focusing in the traditional overprotection of private property in Greece, in the ongoing illegal occupation of public land, and in the use of allocation of public land as a means for political gains.

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DUBLIN'S INTEGRATED AREA PLANS: TAX INCENTIVES IN A REGULATORY REGIME?

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In recent years a great deal of interest has been expressed in the application of tax incentives for urban regeneration. However, problems may arise from the lack of a strategic or integrated framework for the application of tax incentives, for instance in terms of unacceptable standards of design or loss of amenity. Indeed, there is a broad consensus in Europe on the need for integrated, comprehensive and sustainable approaches to area-based regeneration. Clearly, therefore, the use of tax incentive mechanisms should be applied as part of a wider, integrated approach that incorporates broad regulatory criteria. In Dublin, however, such incentives have regenerated areas of the city such as Custom House Docks and Temple Bar. The second generation of the incentives is based on the integrated approach, and the use in Dublin of Integrated Area Plans (IAPs) represents a unique attempt to establish an integrated approach to the application of targeted tax incentives to bring about urban regeneration outcomes. IAPs were introduced in 1998 and are prepared by local authorities and submitted for consideration to the Department of the Environment and Local Government. Integral to the IAPs is the inclusion of areas where tax incentives would be applied. IAPs therefore combine the benefits of tax incentives with the advantages of a coherent and strategic approach to regeneration. They address the criticisms of earlier tax incentives for urban regeneration in Dublin, for instance lack of concern for standards of design and lack of attention to issues of integration. In short, they apply fiscal incentives within a planned framework. Consequently, this case would seem to offer significant lessons for the application of tax incentives in other contexts.

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THE RIGHT TO BUILD, AND LOCATIONAL MONOPOLIES TRACKPLANNING LAWS, PLANNING INSTITUTIONS, AND PROPERTY RIGHTS

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Spatial planning could not be effective if it was not possible for the planning agency to restrict the right of the owner of a plot of land to build upon or to change the use of (to 'develop') that land. Much of the planning law in a country is about the conditions under which that right to develop can be restricted. At the same time, the owner of a plot of land can prevent others from using or developing it. The changes that are permissible are restricted by the spatial plan, but the owner is the only one who can make those changes. The owner has a monopoly over changes on his/her land - a locational monopoly- although there is (imperfect) competition from suppliers of similar development in locations that are possible (imperfect) alternatives. However, that possible competitive supply is restricted by the land-use plan. In this way, the planning agency restricts competition between developers. It can happen that the person who does have the right to develop, uses that in a way which results in development which is inferior to that which could have been produced if the planning agency had not restricted the supply from competing developers. The planning agency strengthens an existing locational monopoly, the (favoured) monopolist abuses that position. And as long as the developer fulfils the conditions of the planning (and building) permit, he/she cannot be prevented from acting in that way. This situation is regarded by the national government in the Netherlands as being undesirable. In particular, it is regarded as problematic if a landowner, developing in accordance with the land-use plan, produces a price / quality relationship which is less that optimal in the opinion of the public body. This paper uses work commissioned by the Dutch national government to investigate this situation and how it is regarded and tackled in a number of different countries. The results highlight some crucial issues in the relationship between spatial planning and property rights.

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THE LEGAL AND INSTITUTIONAL FRAMEWORK IN THE FIELD OF URBAN AND REGIONAL PLANNING IN ROMANIA

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In December 1989, one of the first laws abolished by the new regime, was the Planning Law from 1974, considered to be a live record of the painful actions engaged by the authoritarian communist dictatorship. It took more than a year to set up new rules in the field. The year 1991 brought two important laws, one regarding the Land and the restitution of the agricultural parcels and another one regarding the building permit and the necessary planning documents. The new liberties and property rights provided by the new Constitution (1991), the emerging market relations, the weakness of the existing institutions and the former collective and individual frustrations have been much too powerful factors as against the poor and insufficient provisions of the Law 50 /1991 for the building permit. For more than 8 years a comprehensive Planning Law has been debated and was finally promoted in 2001 (Law 350), a quite productive year for the urban and regional planning legislation. Meanwhile the legal framework in the field has only been completed by a GD on the general planning regulation and by the laws to approving the various sections of the National Physical Development Plan. For more than 10 years, the legislative and the institutional framework were unable to control and diminish a chaotic spatial development of urban and rural areas, in some cases, with serious consequences for the future and uncontrollable environmental damages. The national responsible institution in the field was, for almost 10 years, the Ministry of Public Works and Physical Planning. Since 2001 it has been included in the new super-ministry of Public Works, Transports and Housing. However, the Planning Department represents now, a very small part of this body. Under the present circumstances, the spatial management of the localities and territories in Romania is threatened by lack of staff, competence, weak legislative framework, insufficient involvement of the professional associations and local communities. There is a dangerous lack of awareness at all levels (local and central administration, media etc.) related to the real needs to support a professional and coherent urban and regional management. The paper aims to debate this issue and suggest a possible strategy and policies in the field.

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THE LEGAL FRAMEWORK TO COMBAT ILLEGAL CONSTRUCTION IN GREEK CITIES: A DISCUSSION ABOUT CONDITIONS, OUTCOMES, EFFECTIVENESS, AND PERSPECTIVES

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Illegal construction seems to be an inherent element of Greek urban history. It is said that it is as old as Parthenon, and it has definitely affected the shape and function of Greek cities from the past to the present. Until recently, the non-compliance with planning and construction regulations has been fuelled by the general impression that law could be by-passed through patron - client relations of Greek politics. Inevitably, ineffectiveness in law enforcement added up in a situation of alarming deterioration of the quality of urban environment.

Since early 1980s, efforts have been made to face the problem of illegal construction, through the production of a series of laws and decrees. A very elaborated -but also complex and often rigid- legal framework has been synthesized, with three main categories of legal enforcement: civil, penal and administrative. Despite all this, though, research on the subject proved that the phenomenon of illegal construction continued exhibiting the same intensity, with periodic subsidence and peaks -after the inaction of a new law, and respectively, when the implementation of it faded because of bureaucratic procedures and political interventions. A common characteristic of all these efforts was that the produced legislation was not combined by clear and concrete policies in the sectors of housing, and of development and management of land.

Our hypothesis is that illegal construction cannot be tackled if law enforcement is not subsequent and combined to policies. The proposed paper will describe the structure of the various legal instruments, which are on the active list in Greece, it will examine and analyse statistics about their implementation, and it will seek to assess and explain their (in) effectiveness. Non-compliance with planning and construction regulations will be related to causal factors, combining each category of legal enforcement with socio-economic characteristics of population, dynamics of land values, types of illegal construction, conditions of enforcement of laws, and vulnerability to political interventions. The ambition of the proposed paper is to contribute to the initiation of research about illegal construction in Southern Europe and the Mediterranean.

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TRANSFORMATIONS IN PROPERTY RIGHTS REGIMES: THE CASE OF BRAZILIAN AGRARIAN REFORM

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This article examines the role of different actors in transforming property rights in the context of Brazilian agrarian reform. Changes in property rights regimes are perceived throughout the world. We have seen these great transformations which change enormously the property relations between individuals and societies over time, such as changes from feudalism to capitalism, from colonies to independent states, or from common to private property. In the actual policy arena, "hot issues," like the breakdown of the communist regimes in Eastern Europe or the dismantling of some traditional systems of common property, are the core of the debate about changes in property rights. In Brazil, the themes of privatization of state property and agrarian reform are at the top of the agenda concerning transformation in property rights regimes. To analyze this debate about changes in property rights, I start describing the theoretical definitions behind the meaning of changes in property rights and the important factors that can affect these changes. I follow with the description of the role of the actors in determining changes in property rights. Then, I use the agrarian transformations in Brazil as a case to illustrate how changes in property rights occurs and what are the roles of the main actors in this transformations. The role of providers and demanders of rules of the property regime changed over time. In the end, I provide an overview of the different views on the literature about the role of the government in changing property rights.

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MUNICIPAL MANAGEMENT AND FISCAL INITIATIVES. CASE STUDY: CHACAO, CARACAS

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This paper is an attempt to discuss the concerning concurrency issue that should exists between Plan making and the financial resources. The case study chosen is one of the municipal governments within the Great Metropolitan area of Caracas, Venezuela.

There are two characteristics that make this study a challenge for problem solving in planning. One of it is that most of local government funding for City improvement comes from the federal government as an apportionment of federal funds calculated as a percentage of the population living in every county across the nation. This means that local governments do not generate enough revenues for the City needs The other aspect is the existing high tax collection delinquency rate that is above 75% meaning that annual tax collection rely on a minority of City dwellers (less than 25% of the population). The long tradition of a high dependency of funds from the federal government and the need to enforce stiffer administrative measures could be some of the answers.

The intention of this paper is to explore the possibility to get funding appropriation from a percentage of real estate transactions that actually go directly to the National Treasure. In this way local governments will have a budget that may allow planning officers to deliver needed improvements and tax payers will foresee an incentive when the City gets enhanced by the county investment in their communities. The importance of this Research is to find alternative funding appropriation that allow planning officers to target community's needs.

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HOW IS THE PUBLIC INFORMED ABOUT SUBMITTED PLANS?

Informing the public about development plans is a necessary, though not sufficient, act of public participation in planning. The examination of modes of informing the public used by local planning institutions, can help us to understand the existing state of public participation, and may lead to conclusions about better ways of conveying planning information. Our empirical research was carried out in two stages. In the first stage twenty local planning institutions were chosen, all located in the central and most populated area of Israel. One representative in each was individually interviewed. The results of this stage enabled us to choose three planning institutions that were found to inform the public more than the others. These were examined by interviewing six to eight persons, who have different roles in the interaction with the public regarding planning issues. The study examines the following aspects of the way information is provided to the public:

- The legal ways required by planning laws, and court verdicts in cases relating to informing the public in the plan deposit stage.
- Formal and informal flows of information.
- The definition of the public to be informed as initiated by the planning institution.
- The content of information supplied to the public.
- The timing of informing the public in relation to the planning process.
- The role of those who make decisions and those who carry out the act of informing the public.
- The means of conveying information.
- Institutional expectations of public reaction to the information.

In the second stage, questions related also to personal opinions about wider aspects of public participation and possible better modes of communicating with the public about planning.

The discussion will relate to the following issues:

- Information and Knowledge.
- Information and Participation.
- Information and Power.
- Law, Regulations, Procedures and Norms of Behavior.

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ADAPTING BEST PRACTICES IN LAND USE DISPUTE RESOLUTION FOR CROSS CULTURAL NEGOTIATION. A CHINESE MODEL.

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Planning educators, researchers and practitioners (Lampe, D. & Kaplan, M., 1999; Netter, 1992; Watson, 1999) are increasingly advocating "process pluralism", expanding the perceptions of options available for dispute resolution (Reuben, 1996; Alaska Judicial Council, 2002). In this work-in-progress, a multi-cultural team adapts worksheets and guidelines from a recent publication, **Using Assisted Negotiation to Settle Land Use Disputes. A Guidebook for Public Officials** (Susskind, L., Amundsen, O., Matsuura, M, Kaplan, M., Lampe, D., 1999) for the very unique Shanghai, China land use context. Appropriate Best Practices and cases from this US guide are annotated and explicated as a cross-cultural tool for land use dispute negotiation. Goals include fostering transparent discussions, informing decision-making, enhancing collaboration as well as identifying potential platforms for greater community participation in resolving disputes among social groups competing over land uses. Shanghai provides a unique environment for situating this tool as development proceeds with the compounding effects of increased marketization, within a decentralizing socialist orientation where land use, land transfer, title and lease issues cause increased opportunities for innovative negotiation processes (Wu, 2001a; Wu, 2001b; Shi & Hamnett, 2002; Han, 2000; Zhou, & Ma, 2000; Hoon-Halbauer, 1999). In particular, the paper elaborates the special role relationships play in mitigating a style which is seen as "formal in requirement, agency-dominated in regulatory processes, legalistic in enforcement, with informal politics forming the substance of regulation" (Lo, Yip, et al., 2000).

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DOES ILLEGAL DEVELOPMENT VARY AMONG POPULATION GROUPS? TOWARDS A THEORY OF COMPLIANCE WITH PLANNING LAWS

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The problem of illegal development has been on Israel's national agenda continually over the last 20 years. The phenomenon of illegal building has exists within various social sectors, population groups, settlement types and geographical regions. Large- scale illegal development is likely to cause serious difficulties in implementing plans in terms of infrastructure provision, public services, environmental quality and architectural design.

For many years there have been conflicts surrounding illegal development in Israel, especially in the Arab-Israeli and agricultural sectors. Some argue that many aspects of the 1965 Planning and Building Law are an edict that the public cannot fulfill. Government reports give the impression that illegal building in Israel is related mainly to the dispute between the Arab sector and the authorities. This partial misconception has led the authorities to ignore the more complex socio-economic, political and geographic characteristics of the problem, and its widespread existence.

Drawing on theories from criminology, we view compliance not as a "yes and no" phenomenon, but as one with varying degrees and types of non-compliance. Theories of criminology also help identify the variety of motivations for non-compliance. Based on these, we further identify a set of potential exploratory variables about the phenomenon of illegal development in Israel.

Our hypothesis in this research is that differences among population groups exist in three areas: Between national groups - Jews versus Arabs; between different types of settlements - rural versus urban; and according to the socio-economic cross-section (between and within the sectors). In view of this we ask whether the degree of compliance with the Planning and Building Law varies between the different population groups in Israel. We further seek to identify explanatory variables that are correlated with these differences ask whether these differences stem mainly from differences in social characteristics of population groups or from other factors.

The empirical research is now in progress. Its structure and initial findings will be presented in the proposed paper.

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LAND POLICY, HOUSING DEVELOPMENT AND PROSPERITY

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For many years, Dutch local authorities unquestioningly pursued their housing development with an active land policy. This helped them achieve policy objectives in spatial planning and housing. This planning practice was unique in a European context. The unconcerned manner in which the naturalness of this policy was presumed was unexpectedly interrupted in the last decade of the previous century. The cause of this has often been attributed to the developments on the land market, where rising prices and developers taking up land positions hindered the furtherance of an active land policy. These developments have in their turn been brought about by changes in society, for which rising prosperity is an important motor. In what ways could land policy be made applicable to the changed society? This text explores the question through an analysis of the influence of changes in society (i.e. increasing prosperity and evolving ideas about the role of the public sector) on the development of housing. It is argued that to formulate adequate policy measures to cope with the new situation, a redefinition of the public domain is required. On the basis of such a redefinition, proposals for an adapted land policy are made.

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THE SWINGING PENDULUM: CENTRALIZING - DECENTRALIZING GOVERNMENT AND PLANNING SYSTEM IN YUGOSLAVIA

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The purpose of this presentation is to examine the relationship between the systems of governance and planning, using an example of centralization and decentralization of the political and institutional context in Yugoslavia during the post-WWII period and their effect on urban planning and development. The liberal application of socialist doctrines from 1945 to the late 1980s and democratic reforms in the 1990s went against the experience common to other former-communist and many non-communist neighbouring countries. Changes in the Yugoslavian political system and the accompanying shifts in the planning legislation and practice offer a unique case study material to expose the dynamics triggered by centralization and decentralization processes in a multi-state society. After the initial centralization of government and planning systems following the establishment of the communist regime after the WWII, the process of decentralisation started in the Socialist Federal Republic of Yugoslavia (SFRY) in early 1960s. By the end of 1980s, the SFRY was known as a country with one of the most decentralised systems of planning and policy, applied to all aspects, i.e., social, economic, environmental, and spatial/town development. Planning legislation designated local communities (or communes) as the main planning and implementation authorities. At the same time there were plans prepared at the republican and provincial levels, but there were virtually no spatial plans at the federal level.

The most recent change of power in the fall of 2000 is likely to bring about yet another re-decentralization of government and affect the planning system and urban development practice in a new way. An analysis of this dynamics between the system of governance and the actual spatial planning and development processes, is the main focus of the proposed presentation.

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PLANNING LAWS, PLANNING INSTITUTIONS, AND PROPERTY RIGHTS

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Various types of order emerge spontaneously in cities in order to reduce the costs that arise when individuals co-operate in markets. Market-based co-operation incurs transaction costs that include the costs of searching for exchange partners and the costs of making and policing contracts. *Organisational order* emerges because the costs of exchange within organisations (firms, clubs, governments) can be cheaper than the costs of exchange in the market place. *Institutional order* (patterns of rules and sanctions) emerges to reduce transaction costs of market-based (and intra-organisation) exchange. Institutions assign exclusive property rights over private goods and attempt to assign rights to specific attributes of public domain goods. Thus *proprietary order* emerges - also to reduce competition costs in cities. *Spatial order emerges* as owners seeking to exchange and combine property rights with others, bid for locations that avoid search and other transaction costs.

I develop the argument that land regulations (a) are necessary to reduce land market competition costs; (b) do so by assigning and attenuating property rights; (c) co-evolve with resource congestion in response to changes in the latter's value; and (d) like the markets that they facilitate, evolve in often unpredictable ways. My paper will examine the rationale for government rules and sanctions and compare this with the rationale for rules that emerge spontaneously from within communities of land users and other property rights owners. It will reflect on the historical development of land regulation and illustrate these ideas with previously published and new computational simulation work. One illustration, will demonstrate the comparative city-wide efficiency results of alternative land regulation regimes. The simulation will also show how global order emerges from local land transactions and externality negotiations. The second will illustrate the unpredictable nature of spontaneous urban order. A simulated city of economic agents is shown to evolve chaotically into three type of neighbourhood: stable efficient, stable inefficient and unstable.

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TRACK 13

LAND USE AND INFRASTRUCTURE DEVELOPMENT

Co-chairs:
L. Bertolini - H. Dimitriou

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POLICY COORDINATION IN TRANSPORT AND URBAN PLANNING: RHETORIC?

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New generation urban rail systems and their success in solving urban transport and land-use problems constitute an area of broad discussion in the literature. Some new urban rail systems have not been as successful as expected. However, most researchers agree that urban rail systems can be effective in improving land-use patterns and solving transport problems when they are integrated into regional and local plans, and when local plans and policies are adapted to support the new systems; in short when there is a strong co-ordination between transport and urban planning. The recognition that planning co-ordination plays a key role in developing successful rail systems can also be seen in recent policy documents of most western countries. On the other hand, it is not easy to suggest that there is progress in practice, in terms of co-ordinating transport and urban planning. Analysis of recent urban rail projects, worldwide, shows that although researchers, planners, and politicians acknowledge planning co-ordination to be one of the most important factors for developing effective urban rail systems, the findings cannot be put in practice. This paper aims to briefly describe the 'planning story' of a number of new light rail systems, from the US, the UK, and Canada, by using visual material (photos) that can help demonstrate the effects of both strong and poor co-ordination on the development of station sites. The paper also compares the different cities in terms of their use of transport and urban planning policies that indicate a certain level of planning co-ordination. This exercise reveals significant differences between different countries, and hence help to highlight institutional and political differences as well as differences in planning approaches. The findings of the analysis show that contemporary local government structure in most countries is an important factor inhibiting co-ordination between urban and transport planning: it appears that planning co-ordination does not exist spontaneously within existing local government structures. In addition, the analysis addresses the effects of different urban planning traditions, i.e. entrepreneurial approaches as opposed to regulation-based, on the level of co-ordination attained between planning agencies, and highlights the opportunities that each planning approach offers, in terms of attaining planning co-ordination.

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A COMPREHENSIVE LAND USE/TRANSPORTATION STRATEGY TO IMPROVE TRANSIT SERVICE DELIVERY: CASE STUDY OF HARBOR TRANSITWAY

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This research presents a new methodology for transit oriented development which consists of a regional Highway Oriented Transportation System and the development or expansion of Transit Centers around freeway bus stations to accommodate future growth and density while reducing automobile trips and improving air quality of Southern California. As a case study we examined Harbor Freeway Corridor or Harbor Transitway. The Harbor Transitway system operates express buses on the existing freeway system without exiting the freeway for stops. Transfers to other transit or non-transit modes take place at these Transit Centers. Upon review, we find that Harbor Transitway is predominantly composed of Hispanic population; relatively young, blue collar, less educated, low income, and transit dependent. Public's reliance on bus is three times higher compared to Los Angeles County. However, ridership forecasts on Harbor Transitway do not commensurate with capital infrastructure investment made on the transit centers. With more than one-quarter of all households in the area without automobile, there is a strong demand for transit. Our analysis suggests that ridership would be significantly higher if the amenity mix and land use surrounding the transit center would accommodate higher densities and allow for a greater mix of uses. The research approach is evaluative in nature serving two purposes: (1) assessing "place-based" qualities of freeway transit centers, and (2) identifying transit user needs and/or gaps in services. As a methodology, we conduct socio-economic and land use analysis, besides surveys and visual reconnaissance to develop broad performance measures of station area interface with the neighborhood and transit user needs. We present results of the market area characteristics, transit user survey, and design and development strategies to augment the mixed-use fabric of existing and emerging employment and retail centers. Two proposals for transit station area development at two station locations are presented. In both cases, we present design and development alternatives that combine different mix of land use and assumptions about future growth and demand.

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THE PROTECTION AND ENHANCEMENT OF ARCHAEOLOGICAL SITES DIRECTLY CONNECTED TO THE IMPORTANT INFRASTRUCTURE WORKS. THE EXAMPLE OF ERGOSE RAILWAY CONSTRUCTION WORKS

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The protection and enhancement of archaeological sites directly connected to the important infrastructure works. The example of ERGOSE railway construction works.
Since the nature of the major infrastructure projects have an impact on the environment as well as on cultural heritage, it is important to make sure the scenery and environmental balance are immediately restored and enhanced. On that basis, we examine and we introduce the ways that ERGOSE implemented in order to protect the environment, the landscape architecture and the archaeological sites to the main railway route **Patras - Athina - Thessaloniki:**

- Change of the railway lining
- Construction of tunnels (Platamonas, Kallidromo)
- Construction of bridges.(Korinthia Perfecture-Justinian Wall, Iera Odos)
- Financial support of archaeological excavations (Platamonas, Gallikos River, Louloudies Kitrous).

ERGOSE being the agent responsible for the design, construction, maintenance and operation of the project, proceeded to actions aiming at the protection and preservation of the cultural heritage of Greece, as well as its enhancement when this is feasible:

- More than 20 archaeological excavations have been financed and a number of archaeological sites have been revealed (Platamonas - Leptokaria, Justinian Wall, Dema wall, Iera Odos).
- Special design in order to achieve aesthetic incorporation in the natural scenery as well as in the micro scenery area.

Examples of this sort of design are highlighted in this presentation and some of the more important problems encountered are sited.
Useful conclusions are presented and primary measures are proposed which can be implemented in the future in similar cases.

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TRANSPORT PERFORMANCE FOR THE REGION: AN APPROACH TO IMPROVE THE SUSTAINABILITY OF URBAN TRANSPORT PLANNING AT THE REGIONAL SCALE

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The integration of transport and land use planning and design is widely recognized as an essential precondition for achieving sustainability in urban-regional development. However, implementing this principle in practice remains a daunting task. There are two main problems. A first problem is that sustainability is seldom, if ever, the only or main goal of urban-regional development. Other policy goals, such as promoting economic performance or social equity, are just as and often more important. Any successful urban-regional development strategy should hence combine sustainability with other goals. As far as the interaction of transport and land use is concerned, this means combining the objective of enhancing accessibility (connected to economic and social goals) with that of increasing the share of the more environmentally friendly mobility patterns. The second main problem with the integration of transport and land use in urban-regional planning is related to the complexity of the institutional context. This is typically characterized by a high fragmentation of decision processes and actors, both public and private. A multiplicity of issues is discussed at a multiplicity of negotiation tables. At the same time, effective changes in urban-regional morphology are in the most cases marginal and long term. Any successful development strategy needs to address this institutional complexity by acting within different policy arenas and at different decision levels in order to increase the sustainability of the outcomes.

At the University of Amsterdam we are developing an approach to sustainable transport planning at the regional scale in collaboration with planning consultants and government agencies along the lines sketched above. In this paper the main features of the approach are introduced and some experimental applications in Dutch urban regions are discussed.

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COMPARATIVE STUDIES FOR URBAN FORM AND TRANSPORTATION INFRASTRUCTURE - SOME CRITICAL REMARKS

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In urban transportation planning comparing situations is a frequently used approach to learn from successes and failures elsewhere. Successful city designs, public transport systems or multi-modal interchanges are studied intensively in order to arrive at better and generally applicable transportation policies and urban planning concepts. Comparative studies, especially in a European context, enjoy a growing interest from the academic community as the need for sound trans-national policies concurs with increasing economical and political integration. With the example of the relation between urban form and transport, this paper highlights critically the value of comparative studies in support of urban transportation planning policies and concepts.

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URBAN DEVELOPMENT OVER SIZABLE TRANSPORTATION PROJECTS

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One of the characteristics of urban sprawl is related to the phenomenon of the 'urban edge' area and it's subsequent transformation. From a status of a 'back yard' area, into which are drawn (or cast away) land intensive or inferior projects, which have no business in, or cannot compete for more central location, it could find itself transforming into intensively developing new urban center. The new emerging urban fabric is benefiting from the availability of new land resources (cleared or conversed usages), with a relatively low real estate costs and high accessibility and progressive restoration of the previously abused environmental quality.
From a status of an urban edge, the region may turn into a hot attraction for business and commerce, spreading along the transportation expanse, to claim it's role as the metropolitan's new mega-boulevard. The sizable transportation projects, criss-crossing the metropolis, may account for as much as as 20% of it's total area, with dimensions of 100m and more in width and tenth of km's in length, sprinkled with land-intensive junctions. The notion of realizing projects above these transportation mega-structures is not new and was widely propagated during the 60-ies of last century. The rational is solid and becomes stronger with the passage of time, with a potential of resolving some our present urban predicaments.
The solution and its programmatic definitions may aspire to a radical, all embracing profile, perceiving the transportation expanse as a land resource for generating a continuous platform, carrying an elevated, intensively active boulevard, with greenery, high-density construction development of the air-space above, with sky promenades and hanging gardens and the required parking, services and infrastructures.
The paper will present a design case study, out of the Israeli urban context, referring to the Netivey-Ayalon transportation project, cutting through the Tel-Aviv metropolitan area. The projects vicinity attracts nowadays a massive development and building activity, and grows into a mega-center which is already acknowledged as the emerging state's principal business center.

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"BRIDGE AVENUES" AND URBAN DENSIFICATION AND CONTINUANCE.

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The paper suggests a conceptual planning and design strategy which is in variance with the conventional approach, relating to 'bridge avenues' in the air, combining housing, commerce, public services and transportation; capable of providing an urban continuance between disconnected city areas, because of natural (river-valley) or man made, artificial obstacles. The 'Bridge Avenue' concept realizes built volumes and assets which are significant enough to support and finance the public services and the associated transportation infrastructures and that, while generating new 'buildable' land resources, with very high accessibility and redefining the relation between the built and the natural environment and the town-scape.

Bridge Avenues - are an ancient concept, with a rich and well documented historical legacy, of many living bridges, spanning European city bound rivers, as of the 12-th century and right to our times. The paper examines the rational and potential of this design strategy in relation to the problems and needs of the contemporary and the future city, and that through conceptual development as well as treatment of many particular design case studies. Some of the case studies relate to the mountainous terrain cities within the Israeli urban context. Some case studies relate to urban development in the marine environment, bridging over marine straits (Bosphorus, Messina) or between close-by artificial islands. Some case studies deal with the more common urban environment, with Bridge Avenues leaping over large transportation or industrial expanses, providing for high density horizontal structures, establishing physical contact between disconnected urban regions.

Bridge Avenues are large structures whose size and scale is dictated by external uncontrollable conditions. The desire to realize as large bridge spans as possible, is dictated and controlled by some obvious conflicting constraints.

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MANAGER, TRANSPORT & TRAFFIC AGENCIES COORDINATION

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According to the Olympic Transport Strategic Plan the Athens Transport Infrastructure Program is a fundamental factor for the development.

The Athens Road and Public Transport networks are critical for delivering the Olympic Transport Task.

The Main Transportation system and the links between the Olympic Locations (sports, accommodation, press, event) have been classified in the following six categories:

- Primary Road Network
- Public Transportation Projects
- Connections to Primary Sports Venues
- Transport Gates (airport, port, railway stations, and road access gates)
- Traffic Management and Parking projects

Basic prerequisites for the completion of the infrastructure projects in time for the Athens 2004 Olympic, have been identified (strict adherence to detailed timetables, realistic construction times)

Detailed description of projects and progress to date will be presented.

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RAIL-NETWORKED URBAN STRUCTURES -URBAN REDEVELOPMENT ON RAIL INTERCHANGES

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The case of a mutually supportive land use and urban rail planning in two European cities is investigated. The background reasoning is related to the increased automobility, road congestion, urban sprawl, or diffusion of services in residential neighbourhoods. A precondition of a sustainable urban growth is the programmatic turn to P.T. - oriented development ("conceptual environmental protection"). Yet, a relevant instrument is the redevelopment of subareas which are highly accessible by rail. The dense concentration of mixed activities around rail interchanges ensures high synergies towards sustainable mobility patterns too (i.e trip shortening/consolidation/suppression, modal split improvement). A complementary dimension focuses on the rail interchanges themselves. Interchanges induce an inconvenience for the passenger, mainly due to functional and physical barriers to transferring. The paper discusses the net transfer disutility, measured by means of stated preference surveys. Combining multiple activity opportunities at the transfer station itself, decreases the transfer disutility and, therefore, enhances the rail connectivity of the urban region. The perspectives of all stakeholders of a rail-oriented urban growth are considered (passengers, PT operators, private developers, community). A particular (chrono)logical planning sequence of action packages is suggested, in order to maximize the desired impacts. Next to the conceptual part, two relevant case studies are demonstrated. The City-Rail project of Bern (Swiss capital). It concerns the two employment poles Ausserholligen west of, and Wankdorf east of the Central Station, where suburban rail interchanges are planned by 2004. Each pole will contain a development of 600.000 sq.m. Gross Floor Area of mixed uses, staged up to 2020. The wide range of concerted policies effectuated is analysed. Rail investments increase, ceteris paribus, the average land value in their vicinity. A part of the surplus property value within both development poles is captured via infrastructure contracts between landowning developers and the city. This innovative type of a public-private partnership is discussed.

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THE EVOLUTION OF THE ATHENS ATTIKO METRO: THE LONG TERM PERSPECTIVE

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Attiko Metro prepared a comprehensive transportation study, entitled Metro Development Study (MDS) to plan the Attika's multi-modal transportation system on a long-term basis (planning horizon 2020). Basic aim of the MDS was to plan and develop a reliable, high speed Metro system that will form the backbone of the transportation system of Attika.The planning pre-condition was the best possible integration between the Metro and the other modal systems operating (road network, tramway, suburban rail, Spata Airport etc). Based on a very extensive data collection effort, a multi-modal simulation model of the transport operation of the metropolitan area has been developed. The resulting geographical data base allowed also the fine-turning of a land use-transportation interaction model. In the framework of creating urban development plans, the evaluation and selection of alternative 2020 scenarios related to population and employment forecasts has been completed by a high-level committee from Athens Master Plan Organization, Ministry of Environment and Planning and AM. For the macro-economic "growth" scenario, spatially differentiated forecasts result to a 25-year period overall population increase of 16% and job position increase of 21% respectively. The urgent need of an efficient mass transit system becomes clear when considering the prospective 83% increase of the car ownership rate from 1996 to 2020. The transport model operates as a tool for evaluating the future alternative transport plans of network configurations (infrastructure projects), as well as policy measures. The model is currently utilized for the simulation of traffic scenarios during the 2004 Olympic Games. The optimized 2020 plan of rail networks in Athens consists of 105km metro, 59km tramway and 328km suburban rail. The selected 2020 metro, tramway and suburban rail networks are visualized. The complete networks will directly serve 3,3 more inhabitants (2,65mi) and 2,4 more job positions (1,03mi) compared to the 1996 figures. The most important impact of the rail projects is the radical reversing of the deteriorating modal split in Athens.

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MEGA PROJECTS AND MEGA RISKS

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Large transport-led infrastructure projects that have major impacts on urban and regional development are subject to numerous studies of risk analysis - many of them entailing very sophisticated tests. These studies are, however, primarily conducted from engineering and economic/financial perspectives. They are, furthermore, typically confined to specific project components with the result that the overall risk analysis of a project is often, in reality, a summation of the individual risk assessments of its key components. For urban and regional planners, however, who are concerned with much wider areas of concern associated with the impacts of an infrastructure project, this procedure in effect has 'the tail waggling the dog'. Until such time urban and regional planners further incorporate the concept of risk analysis into their planning and evaluation procedures, especially in environments of high uncertainty, they are destined to be obliged to follow the lead given by major infrastructure projects rather than provide the lead themselves.

This paper reports on a conceptual framework developed that places the notion of uncertainty and risk-taking at the centre of urban and regional planning where it has to respond to the impacts of large scale transport-led infrastructure projects. The paper reports on some preliminary findings drawn from major transport projects in Europe and Asia.

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CONCENTRATION AND DEVELOPMENT CORRIDORS COORDINATING TERRITORIAL AND INFRASTRUCTURAL PLANNING, LINKING A POLYCENTRIC URBAN SYSTEM AND URBAN RURAL RELATIONSHIPS. WHAT CHANGES IN EUROPEAN URBAN FORM AND ORGANIZATION.

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The aim of European Spatial Development Policies is to work towards a balanced and sustainable development of the territory in the European union. Since 1994 Ministers responsible for spatial planning agreed **on three policies guidelines** for the spatial development of EU:

- 'development of a balanced and **polycentric urban system** and a new urban - rural relationship;
- securing parity of access to infrastructure and knowledge;
- sustainable development, prudent management and protection of nature and cultural heritage'.

European Spatial Development Perspective (ESDP) aims to give a **vision** of EU territory and **guidelines** for public and private actions with spatial impact. The new dimension of European policy is established in the word **territory**, which substitutes in a way the word *space* in European language. The documents sets spatial development guidelines:

- development of a polycentric and balanced urban system and strengthening of the partnership between urban and rural areas. This involves overcoming the outdated dualism between city and countryside;
- promotion of **integrated transport** and communication concepts, which support the polycentric development of the EU territory and are an important pre-condition for enabling European cities and region to pursue their integration into Eu. Parity of access to infrastructure and knowledge should be realised gradually. **Regionally adapted solutions** must be found for this;
- Development and conservation of the natural and the cultural heritage through wise management. This contributes both to the preservation and deepening of regional identities and the **maintenance of the natural and cultural diversity of the regions and the cities** of the Eu in the age of globalisation.

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THE 2004 OLYMPIC GAMES AND REGIONAL DEVELOPMENT POLICY IN GREECE

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The 2004 Olympic Games are going to be primarily hosted in Greater Athens a metropolitan region that already disproportionably accounts for most economic activity in Greece. Further polarization is being expected as a result of preparing the region for the games. A widespread consensus on this has led to policy initiatives and actions aiming to countervail spatial unevenness in propelling development. Indeed, this sensitivity to spatial asymmetry of the effects of preparing and hosting the games seems to be uniquely characterizing Greek organizing authorities. The aim of the paper is to analyze these policies and *ex-ante* assess their regional impact resorting to input-output analysis tools.

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REASONS FOR CHANGES IN HOUSING - IMPULSES FOR FUTURE URBAN DEVELOPMENT WITHIN A CASE STUDY ON THE PERIPHERY OF ZURICH

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The building stock of the year 2030 already exists to 70-80%. Beside material and land, enormous potential of capital is tied therein. Urban development, therefore, has to deal more and more with the existing housing. Up to now, physical change of housing and residential areas have hardly been studied.
As a consequence the research tries to explore possible reasons for the change of housing and settlement. Based on theory (e.g. typical descriptions of urban development, filtering) the empirical part of this research concentrates on distinguished marks of the structure of the owners and inhabitants, influences of the neighbourhood as well as the structure of the buildings. A databank connecting plots, buildings and inhabitants of different data collection periods was designed as starting point for the empirical research of the tracing. Particularly the characteristics of the owner, the change of ownership, the age of the building and partly the nationality of the inhabitants were influencing the change of residential buildings substantially. Contrary to the common and recommended renewal periods in the literature, delays of ten to twenty years (and even more) become apparent. This fact implicates an improbable long life span of the residential buildings and leads to an average deterioration of the quality of housing.
Today, the potential of action for urban development is strongly influenced by the backlog and the actual requirements of urban renewal, as well as from the probable rising demolition rate. These processes have to be seen in the context of the migration of families and groups of higher income, because their requirements of living could not be satisfied within the existing housing qualities in the urban area. To achieve quantitative and qualitative improvements, the renewal process should not only be considered as result of individual decisions, but also as part of the urban development planning. In this context the owners and managers of property take a key position. The measures of city planning and the sum of private decisions should be organised in an interplay as a basis for the realisation of integrated renewal purposes.

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BACK TO THE IDYLLIC LANDSCAPE. A CONCEPT OF THE PAST ORIENTED REDEVELOPMENT OF INDUSTRIAL TOWNS

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Traditional approach to the transformation of man's environment concentrates on the planning of increasing spatial systems. Industrial era allowed and forced us to create urban structures bigger, wider, more complicated, more intensive... Lessons from de-industrialization process show that our approach should be changed so as to include the planning of decreasing spatial systems. In consequence the use of land should be considered in its full cycle consisting of development of land as well as its transformation or liquidation and regeneration.

Mining and industry is main development factor for industrial towns and if they fall the urban structure has to be redeveloped. One of possible kind of planning measures (not frequently applied) is reversion to pre-industrial form of spatial organization. This way is based on an observation that on certain areas their sustain, harmonious development had been broken by sudden growth of mining and industry. After mining or industry recession it is possible to revert on the previous track with gradual retreating of actual spatial patterns. This way is connected with degglomeration, , spontaneous or forced migration, restoration of natural environment. This paper presents the concept for some areas of the 2.5 million "coal and steel" Upper Silesian Agglomeration.

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LAND USE DEVELOPMENT TRAFFIC IMPACTS AND THE ATTIKI ODOS TOLL MOTORWAY IN THE ATHENS METROPOLITAN AREA

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Attiki Odos Motorway is a 65,5 km long Ring-Road around the Greater Athens Metropolitan Area and comprises of the 52.5 km long Elefsina-Stavros-Spata (ESS) Motorway and the 13 km long Imittos Western Peripheral (IWP) Motorway. Attiki Odos is a Toll Motorway which is currently under construction on a Concession Basis (BOT) by a Consortium of 11 Greek Construction Companies forming the Attiki Odos Concession Company. The Project is being built in stages and the first Section consisting of 17 km long 3 lanes per direction highway opened to traffic in March 2001 and since then it is operated by Attikes Diadromes Operating Agency. It is anticipated that the development of the Motorway will have a great impact on the entire Athens Greater Area facilitating quick vehicular access to many parts of the region. This new major highway will of course create the potential for substantial land development, especially of uses that depend on good highway access and generate substantial traffic volumes. This land use development potentials will be the benefits coming out from the building of the road and at the same time will form the major generators that will strain the road's capacity. Providing highway capacity tends to promote development which in turn generates traffic which will need more capacity and here is the endless circle of more capacity-more traffic-more capacity etc. In order to maintain free flow conditions on the Motorway the toll level serves as the main valve filtering traffic, even though the toll's primary objective is to facilitate repayment of the Concessionaire's invested funds. An additional tool resting on the hands of the Athens Traffic Regulating Authorities for maintaining acceptable levels of service especially near the Motorway's 32 Grade Separated Interchanges is ACCESS MANAGEMENT. This can be the tool for evaluating not only where the access points to organized land developments ought be located and what type of geometric configuration shall be implemented but above all, what kind of land use development can be built.

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INTEGRATING REGIONAL STRATEGIES IN YORKSHIRE AND THE HUMBER AND THE ROLE OF REGIONAL SPATIAL PLANING.

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The increasing focus on the region as the most appropriate spatial scale for strategic policy making in Britain has resulted in a plethora of regional strategies and the potential for a very fragmented institutional and policy structure. This has led to a realisation of the need for a more coherent and complementary body of policy and activity at the regional level for regional goals to be achieved. This fits in with a New Labour rhetoric of better integrating traditionally discreet policy sectors, frequently termed as "joined up thinking"; the integrating dimension of sustainability; concepts of collaboration, partnership and institutional complementarity; and a greater focus on place and space as the arena in which policies interrelate.

This paper presents the research findings of a study into the degree of integration between regional strategies in Yorkshire and the Humber and the extent to which regional spatial planning provides an overarching framework and as such acts as an integrating mechanism. The findings draw on document analysis of the most significant regional strategies, in particular Regional Planning Guidance, the Regional Economic Strategy and the Regional Sustainable Development Framework, and the analysis of material from interviews of over 20 key regional players.

The paper begins with an analysis of the degree of policy integration already existing within the region. It then identifies the mechanisms by which greater policy co-ordination can be achieved within the present institutional and process structures, where they are working and where the barriers to greater success lie. The paper concludes by assessing feeling within the region as to the necessity and benefits of better policy integration and to various mechanisms for achieving it. Looking more to the future it brings together ideas emerging within the region as to how regional policy could be better integrated and the role a regional spatial strategy might play as both an integrating mechanism and as part of a more integrated body of regional policy.

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THE PROBLEM WITH THE ROAD FREIGHT TRANSIT TRAFFIC IN ALPINE BORDER REGIONS SOLUTIONS AND THEIR CHANCE OF SUCCESS

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The volume of the freight transport crossing the Alps is characterized by an enormous increase. In the whole bow of the alps (Italy, France, Switzerland, Austria) the transport volume has doubled for the last 20 years. While the increase of the rail transport was only modest, the increase took place primarily on the road transport sector. In 1999 most of the transalpine freight (65%) is carried by trucks on the roads and causes ecological and econmical problems as well as health and traffic problems in the regions along the transit routes.

Faced to the increasing problems in the Alpine transit regions the common policy strategy of the concerned countries is to manage the freight transport in a way that is ecologically friendly, economical and reasonable for the inhabitants of the region. As a general solution the regions demand to shift the freight from road to rail in a greater extent. But reality shows, that inspite of many measures to strengthen the rail transport sector, the road transport volume has an huge increase furthermore.

Therefore the question arises, which measures can be taken to improve the situation and to make the transport situation acceptable for the inhabitants of the concerned regions. A diverse range of adequate measures are in discussion and partly some of them are already applied:

- restrictions of emissions and of transports
- stronger technical standards
- road pricing and internalization of extern costs
- investment policy
- new technologies
- planning measures
- incentives

Completed by practical experiences and examples the solutions will be analysed one by one in view of their effects to improve the living conditions for the inhabitants in the regions.

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THE EVOLUTION OF THE ATHENS ATTICO METRO: A HISTORICAL PERSPECTIVE"

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This paper traces the history of decision making and vision-building that took place in the lead up to the construction of the Athens Attico Metro culminating in the opening of its first two lines in the city center in January 2000. The implementation of this project commenced in 1991 and is still on-going, with other priority extensions due for completion by early 2003 and 2004, before the Olympic Games, and in 2005.

The need for this major investment is very evident given the widespread inadequate provision of public transport in the Greater Athens Area and the acute environmental and traffic congestion problems currently experienced. The dramatic increase in the population of Athens over the last forty years, combined with the rapid rise in the use of private means of transport, as well as the significant fall in the proportion of the city's inhabitants using public transport (to below 35% of daily person trips), are the main factors that led to decisive actions being taken regarding this project.

Given the present configuration of the city, the construction of a new underground metro in the city center was seen as the sole alternative. Two years after commencing the operation of the central sections of the new Metro, Attico Metro currently carries 500,000 persons daily in a safe, fast, functional, and efficient manner. Notwithstanding the good progress made to date, given the magnitude of the city's environmental and traffic problems, it is seen as imperative that the remaining phases of the project are completed as fast as is possible, accompanied by supporting initiatives/interventions designed to enhance the operations and environments of new the interchange stations. Since, only with the operation of an efficient and well integrated metro system can Athens enhance the overall quality of life of its inhabitants.

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MEASURING THE EFFECTIVENESS OF DOWNTOWN REVITALIZATION STRATEGIES

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Downtowns, the traditional business centres of our communities, have survived many changes throughout the last century. Once thriving retail and civic centres, they were adversely affected by changes in mobility, retail patterns and shopping habits. Since the 1960s downtowns have seen serious competition from suburban shopping centres, malls, strip commercial areas, major discount centres and online and catalogue sales. Despite these changes, downtowns still play a central role in our cities today. They are the centres of our urbanised areas and still reflect the economic core and image of our cities. A healthy downtown is often synonymous with a healthy community.

Downtown revitalisation is once again the priority of both the public and private sectors. This can be best noted, specially in the United States, through the resurgence of programs directly aimed at downtown revitalisation efforts. These include the Main Street Program of the National Trust for Historic Preservation, the Downtown Development Authority Program, Tax Increment Financial Acts and various local programs such as Business Improvement Districts established by city government and merchant associations. With all the renewed emphasis on programs and initiatives for downtown revitalisation, there is surprisingly little research that assesses the effectiveness of revitalisation efforts. How do we evaluate the "health" of a downtown?

Most revitalisation 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 evaluation of program effectiveness often relies on the intuition of planners or city officials.

This paper attempts to define some measurable indicators of successful downtown revitalisation efforts and provides two case studies.

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STAKE-HOLDING AND REGENERATION IN EUROPE. THE POTENTIAL OF BUSINESS IMPROVEMENT DISTRICTS.

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Within the UK, post war urban policy was initially based exclusively on land use and property development agendas, applying a largely 'command and control' based approach relying on planning and the programming of public expenditure. This was particularly evident in inner urban areas and central business districts. However, more recent approaches have applied supplementary approaches to conventional regulatory and expenditure based policy for urban regeneration. This approach was advocated by the UK Urban Task Force in 1999. More recently the UK government has expressed considerable interest particularly in the concept of 'Business Improvement Districts' (BIDs), culminating in a declaration of intent to apply this concept in the UK. BIDs essentially represent an area-based voluntary tax enhancement model of regeneration. The enhanced tax revenue created is then used to supply customised service provision. The intention is to contribute also in other ways to broad regeneration outcomes, with the objective of achieving long-term sustainable regeneration. The enhancement of land and property values plays a key role in this voluntary approach to regeneration. The BID concept originated in the USA, and such areas comprise a diverse range of uses, including manufacturing and entertainment uses, as well as commercial and retail uses. The paper considers the issues associated with BIDs, including the variability in practice in the established US model, which is associated with some negative outcomes. There is also the matter of institutional and fiscal fit, since it may be asserted that the fundamental differences in context between the USA and Europe suggest a potential degree of difficulty in the effective transfer of the concept. There are also issues associated with the accountability of the approach. This paper will explore case studies in order to reach conclusions concerning the applicability of the BID concept to the European context.

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EXPERIENCE FROM THE US SUBURBANIZATION: LESSONS FOR SOUTHERN EUROPEAN CITIES

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Metropolitan decentralization and suburban sprawl has been a model of development that characterized the growth patterns for the past several decades in the US and to an extent several Northern European countries. Countries with long tradition, i.e. Netherlands, Germany, Britain and Scandinavia have managed through their planning controls/policies to control suburban growth. If the current trends continue in southern European cities and in Greek metropolitan areas in particular, may be confronted with problems similar to those in the US metro areas.

In the US, after many years of uncontrolled suburban growth, there is a growing concern regarding suburban decline, especially in the first generation suburbs which developed rapidly. They are experiencing population and employment loss, increased social needs and limited tax base to finance services, problems of loss of open space, suburban mobility, etc. The US older suburbs have been loosing 10 to 16% populationin the last 10 years. There is a growing need to slow down the pressures of sprawl in the suburbs and increase the livability of the older suburban towns. Older suburbs must change in order to survive. In Athens, the new Metro lines are expected to revitalize some of these suburbs. Kifisia, Marousi and Dafni have some good examples of smart growth development strategies to offer. The paper will analyze the problems and propose a vision of suburbia which is based on local reinvestment and initiatives such as historic preservation and regional initiatives.

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MULTIPLE INTENSIVE LAND USE AT HST STATIONS IN THE NETHERLANDS: CONDITIONS FOR SUCCESS AND FAILURE

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The topic of multiple intensive land use has successfully entered the debate of Dutch planning professionals in the last years. The recent Fifth National Spatial Planning Report outlines both quantitative and qualitative challenges for spatial planners in the upcoming decades. The Fifth Report is pursuing new strategies to counterbalance developments towards genericity of space in an emerging polycentric network of places and steer spatial developments more in a direction of quality and diversity.

This paper will link the vague but promising policy aims of the Fifth Report to the practice of the development of several key urban development projects in the Netherlands. The future connection on the high-speed train network of the four main cities and Schiphol Airport is a major incentive to make plans to develop station-areas. It offers many strategic opportunities for efficient and multiple intensive land use, but it also raises questions towards the capability of public and private actors to capitalise on these possibilities and create new liveable, creative urban spaces.

The aim of this paper is to describe context, process and object qualities and their interrelations of five Dutch plans and practices of multiple intensive land use near future HST-stops. The context will be an analysis of the norms and frameworks of planning (planning milieu), which consist both hard and soft institutions. For the process dimension we will use the work of Teisman on complex decision-making in cases of a variety of actors, arenas, goals and objectives. There will be special emphasis on the difficult relationship between urban planning and the real estate development processes. The object quality will be analysed using Bertolini's notion of the node-place theory. Are these new areas liveable and creative additions in a complementary polynucleaire urban network?

The paper will argue that the crux of the matter is the necessity for a structural change in thinking and acting from both public and private actors in the changing policy arenas of spatial investments.

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THE REVIVAL OF THE POLYCENTRIC URBAN MODEL IN LAND USE AND TRANSPORT PLANNING: EVIDENCE FROM ROME AND AMSTERDAM

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While the polycentric urban form is traditionally applied on cities, among others in United States, most European cities are often classified as monocentric and compact cities. This classification is not only valid for the existent urban system but also for the normative land use and transport strategies the cities apply. However, recently the popularity of the polycentric strategy is growing in Europe. After many years of compact city policies, most cities have filled the empty spaces and revitalised their city centre brownfields. Together with the often historical value and therefore vunarbility of the city centre further growth in the centre is limited. Therefore new strategies are needed. Rome and Amsterdam are taken as case studies. Using detailed land use and transport data it is shown how the cities have changed the last twenty years and what this implied for strategies in the field of land use planning and new infrastructure. The characteristics of this new European approach to planned polycentric development are explored.

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THE RESTRUCTURING POTENTIAL OF INDUSTRIAL AREAS ON A LOCAL, COMMUNAL AND REGIONAL LEVEL

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As a doctorand at the ETHZ (ORL-Institut, Prof. F. Oswald), the writer has focussed her research on the potential spatial development of industrial and commercial zones. The project's objective is to draw up proposals for future handling of various land and building reserves within these zones. At the beginning of the dissertation these reserves are systematised. The canton Thurgau serves as a case study for non-urban space and simultaneously it embodies the "Zwischenstadt" (Sieverts) in an exemplary manner.

Hypothetically, the extensive and therefore not economical use of land is one of the causes for planning problems in these zones. The qualitative results, e.g. ruptures in building configuration or undefined settlement fringes, are primarily town-planning and aesthetic predicaments, which make the sites less attractive not only for potential investors. The quantifiable ones, such as underperformance regarding utilisation and excess land marked for construction, are interdependent with lack of infrastructure. For any particular site, interaction between available infrastructure and usage possibilities are therefore especially important.

With regard to spatial development, the demonstrably large reserves of land in the case study are ambivalent within the spectra between the aimed-for densification and the continued extensive use of land, and the optimal and sub-optimal allocation of sites for production plants.

The proposals for optimisation are aimed at the opportunities inherent in the reserves in relation to desired economical land usage and urbanistic qualities. They are thus directed at increasing the advantages of specific locations, as well as clearly limiting the over-proportional supply.

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SUSTAINABLE MOBILITY - AN ELUSIVE CONCEPT? INTERPRETING EU TRANSPORT POLICY AS A (FAILED?) EXAMPLE OF ECOLOGICAL MODERNIZATION

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The paper summarizes findings from the author's PhD dissertation which investigated the rhetorical content of European Union transport policy and compared it to the reality of EU funded transport investments. The starting point of the study was the marked discrepancy between the sustainability objectives expressed in key EU Commission policy documents (which call, for example, for a favoring of rail, public transport and non-motorized modes) on one hand, and the continued bias towards large-scale road and high-speed rail investments apparent in EU transport infrastructure funding on the other hand. The study was organized around six interrelated hypotheses to evaluate and explain this discrepancy: the Ill-defined Concept Hypothesis, the Dominant Discourse-Hypothesis, the Challenges of Multi-Level Governance Hypothesis, the Conflicting-Story-Lines Hypothesis, the Decisional-Power Hypothesis, and the Incongruence of Impacts Hypothesis.

In this paper, emphasis will be put on conflicting visions surrounding the concepts of "sustainable transport" and "sustainable mobility." The paper will show how EU transport policy-making is dominated by the discursive framework of ecological modernization, and how this in turn is influential in infrastructure investment decisions. Additionally, particular attention will be paid to the local dimensions of internationally funded large-scale investments.

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PLANNING POLICIES FOR SMALL CITIES WITH SEA AND RIVER PORTS

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The paper presents the main findings and conclusions of a research project on planning policies to realise the potential of and accommodate the conflicts in the interface between ports and surrounding urban areas. The research was based on a comparative assessment of four case studies - Viana do Castelo, Matosinhos, Aveiro and Figueira da Foz - four Portuguese small size cities with sea and river ports. Over the last decades significant attention was paid to waterfront developments, from both a research and a planning and design perspectives. Looking back to this vast amount of work, carried out on both sea and river frontlines, one have to conclude that the majority of researchers and practitioners focused their work on the opportunities for redevelopment of old abandon port facilities and port related industrial sites and brownfields. Not always the wider social, economic and cultural implications of changing the waterfront to the surrounding areas and the whole city in which the port was located were fully investigated. Similarly, the challenges small cities are currently facing with the unprecedented technological progress and changing management practices ports experienced in the last ten years are still to be fully appreciated and understood. These somehow neglected perspectives came to constitute the corner stones of our research. The output of the research project took the form of a set of planning guidelines tailored to local planning authorities' needs, tools and resources.

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THE GRONDA INTERMEDIA ROAD PROJECT IN THE NORTH OF MILAN REGION: THE SOLUTION FOR WHICH PROBLEM?

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The Gronda intermedia is a bypasses road project in the North of the Milan region (from Malpensa airport to Bergamo), proposed in the mid Sixties in the Milan Inter-municipal Plan (Pim, 1963), and no more implemented. The difficulty to realize this infrastructure project is primarily caused by the poor clearly about the Gronda Intermedia aim attained for the local settlements ambits of the North Milan: this project is suspended between a more comprehensive regional design project and the attempt to solve the congestion, offering a tangential axe (east-west) in the radial-centric road scheme characterising the Milan area. This uncertain aim will condition the issues of the project.

Interesting field of the careful study of the relationships Infrastructure-Land Use, the Gronda intermedia case-study permits to read the following evolutions:

- the evolution of the aim ascribed to infrastructure that change its technical performances from road for the local mobility to high speed road for the long distances, becoming a matter of discussion between local authorities and regional gouvernement;
- the territorial transformations in the area interested by the infrastructure project (five "province" and about 100 towns in the North of Milan region), interfering with the Gronda Intermedia aim;
- the evolution of the competences in the different institutional and no istitutional players (local and regional administrators, transport societies, local communities...) overcoming institutional forms and administrative boundaries for the action;
- the institutional transformations, in particular some of the recent planning instruments that are oriented towards *complex projects*, towards the integration of sector-oriented policies and, of these, infrastructure policies assume great importance within the framework of actions defined jointly with all the *partners* involved in territorial and transport projects.

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STREET IN THE URBAN STRUCTURE

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A vehement increase of car traffic has been observed in the Czech Republic and other neighbouring post-communist countries since 1990. Such a trend collides with the physical structure of towns where the capacity of street network is limited and the urban structure is of more inertia than economic and politic changes. Therefore car traffic is not able to adapt itself spontaneously to the new situation without endangering its own function. Our society also does not know the methods how to manage the problem of disproportionate traffic density in central areas of large cities. Trends strictly local and insensitive to the needs of the cities survive. The inconvenient changes appear first of all in public city areas, namely in the streets, where the growing traffic demands oppress all other desirable social functions. In the proposed project we intend to specify precisely the functions and purposes of these areas as well as the needs of traffic and by defining of traffic limits put down the conditions of their recovery. The definition of territorial zones, where the traffic may be limited or moved to their periphery without disturbing the own functional ability of the cities, will serve as a key how to solve the ambivalent relation of car traffic and the city.

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URBAN SPACE AND BIG PROJECTS

The necessity of constructing a network of main arterial which will facilitate the traffic inside the agglomeration of big cities such as Athens, has been pointed out by urban planners fifty years ago. The basic result of the function of the main arterial is the reduction of the traffic inside the city and also the diminution of the time period that people need for their transportation.However, the tracing of any important arterial inside an urban area has the result of cutting out the urban tissue. It has also the result of unbalanced urban development of the several areas around the main road and changes in the land value and land use.In the case of big projects, it would be very interesting to be examined notions as what will be the future of human community, what mutations will take place in the urban space and which are the perspectives of cities with big accumulation of population.

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THE CITY AND THE PORT: FRIENDS OR ENEMIES?

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The bi-directional influence between a Port and the City that hosts it, is the theme of this paper. A very strong relationship characterises the development of the maritime transport terminals e.g. the ports, according to the transportation systems theory, and the mankind's agglomerations by the sea, through the centuries. The 20th century, with the technological explosion in means and manners of transport as well as in quality of life, brought in many cases, all over the world, this traditional relationship to the edge. In terms of infrastructure, economic and social development, urban and regional planning and decision-making processes, it is important for the planner of the 21st century to know the "limits" over which the growth of a Port becomes a burden for the City or, vice versa, the growth of a City restricts the abilities of the Port in the globalised transportation sector. The paper explores the parameters of this "conflict", basing on a number of existing cases worldwide, and introduces a further research project in the direction of constructing a mathematical model to be applied in cases where someone has to decide if the Port and the hosting City can remain friends, e.g. can further develop, both taking advantage of their co-existence, or if they are getting enemies, e.g. the development of the one seriously disturbs the other. In the latter case probably a separation could bring back peace among Transport and urban Life.

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ROAD BUILDING AND URBAN CHANGES - HOW RING ROADS AFFECT THE DISPERSAL OF FUNCTIONS IN TOWNS AND CITIES

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This paper attempts to present a new approach to the problem how large road projects built in short time affect the spatial and functional structure of cities and towns. Ring roads are chosen for two reasons: They are clearly defined road projects, and they are built in relatively short time. The interrelationship between road building and spatial and functional changes in town centres is scarcely understood. However, conjectures about their interdependence are not lacking.

The main discussions of this paper are built around two major, interrelated themes: spatial and functional changes or, more precisely, the structure of the street grid and the pattern of shops before and after the construction of a ring road.

This contribution is meant to set out in which way different types of ring roads affect the pattern of shops in town and city centres. The paper claims that a development of this sort can be explained best through a configurative analysis. The way in which a ring road is imposed upon a street grid and the specific manner in which this ring road is connected to the relevant streets decides upon the resulting pattern of shops. Road building has been the domain for engineers, while urban development has been the domain of architects and planners. Little research is carried out on the relationship road building and urban changes. As will turn out, choosing cases with different kind of grids and with different types of ring roads has to be investigated as empirical evidence for proposed hypotheses. The use of models is of importance for finding out what ones expect to find from the different cases. Bristol, Birmingham, Wolverhampton, Coventry, Oslo, Eindhoven, Mannheim and Tampere are choosen as case. The case studies show that ring roads tend to drag the integration values from the streets in the city centre. Space syntax method makes it possible to compare the integration, connectivity values of the streets of the city before and after the ring road. It can be concluded that ring roads bring about configurational changes, in which affect the location pattern of shops in different ways.

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DEVELOPING REGIONAL TRANSPORT STRATEGIES: DISCARDING THE BAGGAGE OF TECHNO-RATIONALISM

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In transport planning there is continuing concern to develop strategies in more participative and collaborative ways. Frequently such activity is occurring at regional scales as these provide a level at which decisions might be made about competing strategic priorities for investment, management and policy attention. In the UK, Regional Transport Strategies have been developed to respond to this agenda. This paper discusses one such effort that has attempted to generate, if not consensus, then at least a common view among a wide range of stakeholders. This paper argues that the process has largely failed for three reasons that appear to be common to such efforts: a lack of attention to the purposes of strategy development; the adopted practices of those in charge of strategy development; and the absence of formal decision-making institutions and mechanisms. The paper concludes with an assessment of ways forward both in this specific instance and for transport planning more generally.

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PROJECTS OF PUBLIC DIAL-A-RIDE TRANSIT: IMPROVEMENT OPPORTUNITES AND DEVELOPMENT EXPERIENCES

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The project of public dial-a-ride transport in the mountain community of Valsassina-Valvarrone is a part of three-year plan of the public transport in the province of Lecco.It is an interesting subject to think the government and the implementation of the public transport service again about:

- New themes of durable mobility (pollution, traffic, energy saving, accessibility,...);
- To protect and promote resident population in not easily reachable lands: mountains, hills, and suburbs;
- Economic and touristy growth into lands with weak services and accessibility but with an high environmental, landscape and historical-cultural quality;
- To improve the number of the users in the public transport who must be more flexible to the necessity of children, old and handicapped people.

The traditional public transport is thought again inserting innovative and alternative mobility of transport called " trasporto non convenzionale" in this paper (taxi bus, car-sharing, car pooling,...). These services have a strong tradition in the North of the Europe, while they aren't well known yet and in a experimental phase in Italy.National laws (il Decreto legislativo 422/97 per la *riforma del trasporto pubblico locale*; il D.M. 1998 "Mobilita sostenibile nelle aree urbane" per il ridimensionamento dell'uso dell'auto privata al fine di un miglioramento della qualita dell'aria) and regional laws (Legge attuativa della regione Lombardia N.22/98) are opening a new season in Italy: more attention to the land and users' necessity to promote the public transport and the exploitation of the land. The pilot project concerns 23 towns, a mountain community (Valsassina-Valvarrone), a province (Lecco) and tests two innovative modality of services integrating with the traditional service:

- Dial-a-ride minibus on a fixed route to connect the users at the stations of the traditional service in the working days of the year and to connect the mountain communities with the alpine pastures;
- Dial-a-ride taxi bus on a fixed route and destination (Hospital, markets) in fixed working days.

This pilot project was carried out from experiences of dial-a-ride transport implemented in Italy.

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TRACK 14

PLANNING FOR SMALL TOWNS, RURAL COMMUNITIES, AND THE COUNTRYSIDE

Co-chairs:
M. Finka - E. Beriatos

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DEVELOPING A SUSTAINABLE URBAN FORM FOR NEW TOWN IN NOURTH JORDAN

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The objectives of this paper is to identify factors of sustainability, and their bearing effect on a new town around the campus of the Jordan University of Science and Technology. In North Jordan, in the early seventies the Jordanian Government decided to build a new University 20 km. to the east of the regional capital Ibid, as new growth magnate to attract urban development, a process which has been proved successful in Jordan. The first stage of the university is completed in 1986. Four proposals have been prepared for the new town around the campus, the first was done by an international Japanese team and the others are by university teams. The fourth proposal, done by a team led by us in 2000, identified factors of sustainability, with emphasis on utilizing the limited water resources, and reserving agricultural land which amounts to less than 6% of the country total land. Umm-Eljimal has been studied to find out how this town survived over 2000 years ago using surface rainwater. The town depended on collection system made of simple channels and reservoirs. The efficiency of this irrigation is dependent on land topography, in such a way that its distribution influenced the town morphology. Umm-Eljimal irrigation system is adapted for use in the new town. The east side of the university is allocated to the new town to preserve the agricultural land on the west side. The campus is one of the largest in the world and was designed by the famous Japanese architect Kenzo Tangi. The campus design based on layout similar to that of the near Roman town of Jarash. The cross-avenues (cardo-decumanus) form the main distributors for the different buildings of the university. which are designed on the traditional courtyard. The decumanus has been extended to link the campus to the circulation system of the new town. Traditional building materials are proposed for the new city to promote sustainability of regional character.

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GOVERNANCE AND COMMUNICATIVE PLANNING IN PRACTICE IN A WELFARE STATE - EXPERIENCE FROM NORWAY.

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Theories and methods for communicative planning is a dominating perspective in planning today. The view is that planning is essentially a communicative process involving multiple, interacting actors. But there are limits to pure communicative approaches when power is uneven distributed among actors. The context of the planning process, the influence of institutions and institutional capacity building, must also be considered.

In a welfare state like Norway a lot of the planning and implementation of welfare activity as well as local and regional development has been delegated to local communes (municipalities) and counties. Especially in rural areas these public organisations are small and have small resources for new activities. Cooperation and partnerships in planning and development have usually been between these local and regional government organisations and state organisations on regional and local level - public partnerships. State policy tries to reduce public spending in these areas, which means reduction of existing activities if new strategies and cooperation are not developed. Today the challenge is to develop partnerships with private companies and non-government organisations both in the planning and implementation of services and in local and regional development efforts - a real governance structure where power is more even distributed between actors.

In this paper new experience from rural planning and development on county and commune level in Norway is discussed built on perspectives from communicative planning theories.

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PARTICIPATORY PLANNING MECHANISMS IN SENSITIVE AREAS OF THE MEDITERRANEAN: LESSONS FROM THE TERRA/LORE PROJECT IN GREECE AND SICILY

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The LORE project aimed to experiment Local Planning Observatories as mechanisms which can assist local authorities to bring coherence into the entire planning process and can service citizens and interest groups so that to play a more active role in planning decisions.

Compared to a traditional, hierarchical network, as put forward in the ESDP, the LORE concept envisioned an organic network of Observatories which can operate at different (local-regional) levels, assuming at every level a nodal role of mediation between local 'needs'/ demands and top-down laws and guidelines aiming to express public/collective interest.

The emphasis in the function of the Observatory is on the production and exchange of knowledge rather than simple data collection and on the crucial role of animation to catalyze the interface between local actors, politicians/decision makers and experts.

This approach has been experimented in LORE around the specific needs of five partners, exemplified by local pilot actions aiming at sustainability and innovation in spatial planning.Of the various lessons learned, two will be stressed here as more pertinent to the conference:

- Pilot planning studies like some of the LORE project, can be very innovative vis-à-vis institutionalized ones and -apart from justifying the character of programs like TERRA- can better serve inter-sectorality and integrative concepts of planning and, by the same token, can form the basis of sustainable strategies of local development.
- Studies alone are not enough: the culture of partnerships and cooperation, as well as permanent concertation mechanisms properly informed and animated are needed, if sustainable development policies are to be understood and efficiently implemented. By the same token, constant animation will help instill a culture of planning especially in vulnerable areas of the Mediterranean, where is particularly true that existing cultures diverge profoundly from the increased need of sound environmental governance.

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THE ROLE OF STRATEGIC ENVIRONMENTAL ASSESSMENT IN SPATIAL PLANNING OF CITIES AND REGIONS IN SLOVAKIA

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Transition of political system and transformation of economy for market economy brings substantial changes in demands and requirements for spatial organization in the methods and management instruments as well as a new sight at the integration of environmental, economic and social factors. Spatial planning in the Slovak Republic is a relatively complex set of instruments and methods at the national, regional and local levels, with the emphasis on applying the decision-making power by the self-government and executive authorities at these levels. It deals with integration of the economic, social and environmental interests that are represented by the sectors (horizontal level) and at the other side by co-ordination of community interests that are the subjects of planning superintendence of the municipalities between the regional and national levels. Spatial planning in the Slovak Republic is of general kind, where the sector policies are included. However, consequently the outputs must be reflected in the spatial plans at different scale and geographical (national, regional, local, zone)levels that is in the form of blueprint allocation of land-use. **Strategic Environmental Assessment (SEA) is a formalised** process since September 1994 when the EIA Act has been in force in Slovakia. It is linked to a **tiered process** to spatial planning levels and, also, to the decision making (policy, plans and programs). The obligation to assess the predicted impacts of development policies, programmes and plans set by the EIA Act resulted in the large debate on the side elaborators of spatial/land use planning documentation. At all levels and in all categories, spatial/land use planning documentation represents one of fundamental instruments of environmental protection and, of the sustainable development. Its role is not only the comprehensive solution of functional utilisation and the co-ordination of the investments organisation but the creation of preconditions to ensure the sustainable balance of all natural, civilizational and cultural values of the territory as well.

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PLANNING HEALTH EDUCATION FOR WOMEN IN RURAL BRAZIL

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Child diseases and insufficient alimentation are long recognized as the basic health troubles in the tropical world, and these are particularly sensible to the impact of health education for the women. Health prevention programs are however mostly designed and implemented by male (medical) officers and agents, and performed in front of a male (often senior) audience.

This paper first analyses the example of the Brazilian program for the control of schistosomiasis, which fully demonstrates the dichotomy between the persons at risk (women and children) and the persons informed (the male population).

This paper moves second to practical propositions for the reshuffle of health prevention programs, health education for women coming in front of the agenda.

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RAPID SUSTAINABLE DEVELOPMENT INVESTIGATION (RAPSUDI): A TOOL FOR INTEGRATING SUSTAINABILITY WITH PLANNING IN SMALL TOWNS AND COMMUNITIES

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This paper reports on a methodology for the identification of problems as well as strengths and opportunities for sustainable development of small communities. The method, called Rapid Sustainable Development Investigation (RapSuDI), is a modification of the strategic planning process. It is based on the collection of data through an organized system of structured interviews, supplemented with demographic, physical infrastructure, and economic activity data available at the local or regional level. The technique proceeds by synthesizing the results of interviews and local data into a series of two dimensional matrices and the prioritization of the problems areas and needs for the development of a community weighted by the available resources and by the capabilities of a community to address problems. The paper describes the methodology, places it within the context of the literature on applied studies of sustainable development at the community level, and reports on the application of the methodology in the conduct of a rapid assessment study for the town of Archanes on the island of Crete during the summer 2001.

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PLANNING FOR DIVERSITY: THE CASE OF A RURAL HOUSING PROJECT IN THRACE

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The "cultural turn" in planning theory has made evident that spatial planning tools and design criteria are in need to be restructured in order to embrace difference and work creatively with diversity in practice. The paper presents the process of a housing project in a rural settlement in Rodopi, Thrace. Issues of gender, culture, ethnicity and locality have been raised openly and integrated at stages to provide for an inclusive intervention framework. It discusses how regional planning directives, funds available, political support of plans, community involvement, local flexible strategies and sensible design proposals intersect in a culturally diverse rural context. In that, the paper also addresses the significant potential created and the gap brought up in rural spatial planning practices by the recent administrative reconstitution of rural areas in Greece.

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PLANNING "HIGH-TECH" SPACES AS A MEANS OF POST-FORDIST UP-GRADING OF DE-INDUSTRIALIZED SMALL TOWNS: THE CASE OF THE NTUA TECHNOLOGY & CULTURAL PARK IN LAVRION, ATTICA.

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De-industrialization and capital restructuring in the 1980s affected both large conurba-tions and small towns in most western (market) economies. In the former case, the large scale of the phenomenon (in absolute terms -e.g. manufacturing job losses at inner-city areas) raised public alarm, while in the latter case the small scale magnified the conse-quences of the problem upon local communities and social well-being in relative terms. Various economic regeneration and planning initiatives were undertaken in order to cope with the problem. Most of them were based upon a post-fordist regime of eco-nomic coordination at the local level stressing flexibility and technological change in production, product design and work processes. This paper aims at contributing to an understanding of how and in what sense a planned spatio-economic and technological initiative undertaken during the early 1990s by the National Technical University of Athens in a small town (Lavrion), contributed to the locality's economic and spatial re-structuring from a past state of de-industrialization and crushing unemployment to the today's state of an emerging post-industrial cultural and recreational sub-regional pole. The paper will try to show that this transformative process was not linear and smooth but ridden with various problems and shortcomings that are characteristic of the model of development followed in South European peripheral (less developed) regions. At the methodological level, the paper is based on a long period of participatory observation combined with microscopic field analyses.

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CHANGES IN THE FACTORS OF ATTRACTIVENESS AS A CHANCE FOR SMALL AND MEDIUM SIZED TOWNS.

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The processes of transformation of the society from industrial to postindustrial or information society bring significant changes to the importance of influence of various factors of attractiveness for localization of production activities, housing and recreational activities. Their influence determines the course of concentration and deconcentration processes of settling in the way of integration, subintegration, desintegration or reintegration of various functions in the settlements, in the cores of agglomerations and agglomerated spaces and regions of various types. These changes determine also the position of the small and medium towns, their macro-function in the supreme systems of settlements as well as their competitiveness. There is a special situation in the countries at the borders of the former geopolitical blocks where the integration processes leading to elimination of the barriers at the borders create completely different development conditions for the small and medium sized towns that are predominant in the structure of border regions. Development of the small and medium towns in the countries of central and eastern Europe is specific with regard to the sequence of phases of the system of settlements development that is different from the development in the countries of western Europe, due to their specific political and economic conditions.

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ASSESSMENT OF THE IMPACT OF LAND NEEDS FOR URBAN DEVELOPMENT ON THE DEPLETION OF OPEN SPACES AND FARMLAND IN ISRAEL

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The accelerated process of urban growth during the past decades has caused an increase in the loss of open spaces. This phenomena has worsened especially due to urban sprawl, characterized by low density building, bringing about an expansion of the urban areas over vast open spaces, as well as a significant depletion of land resources. In this context the loss of farmland is also raised. The public struggle for the protection of agricultural land has not been successful in gaining much support, to say the least. Moreover, farmers, who once served as watchdogs for their lands, have nowadays found an interest in developing their lands and designating them for urban uses, due to the lucrative financial benefits these land uses hold. This issue has become one of major interest in Israel in the last decade, especially in light of the expected population growth in Israel's future.

This paper presents the results of a study dealing with a quantitative evaluation of the expected depletion of open spaces in Israel in the next 20 years, in light of the anticipated growth in developmental needs. The results of the analysis are presented for each of the 43 natural areas of the country. An additional estimate was carried out, evaluating the proportion of the open spaces that will be lost to development, which are currently used for agricultural production. These findings have provided the database for a plan illustrating Israel's agricultural production capacity for the next 20 years.

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THE PAYS :A NEW TOOL FOR PLANNING AND A NEW HOPE FOR FRENCH RURAL AREAS ?

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In France, the planning law of June 25th, 1999 (*Loi d'Orientation pour l' aménagement et le développement durable du territoire, LOADDT*) enforced a new planning scale for the rural areas : the *pays*. One of the aims was to find new solutions to the problems due to the small size and isolation of the rural *communes* (basic level of local government).

This entity is not an administrative level but a new tool for cooperation between local governments. The municipalities of a rural area, together with the small town(s) being its center, may free willingly constitute a pays in order to cooperate. Then they shall elaborate a common project for their development, setting guidelines for action. When a pays is implemented, it may also get state subsidies to support its action.

Today in France some 300 *pays* are implemented or on the way to be implemented. The average pays has some 90 *communes*, with circa 78 000 inhabitants, and covers about 1300 km^2. But the situations are various, regarding the size of the French *pays* (they may have from under 25 000 to over 250 000 inhabitants) and regarding their projects, goals, and intentions.
This paper shall proceed in three steps :

- a short presentation of the legislative framework
- from an overlook to a typology of situations
- a temporary balance-sheet of these first years of experience.

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THE ROLE OF HERITAGE ON URBAN DEVELOPMENT ISSUES: MERSIN AND ITS ENVIRONS

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Turkey, geographically located on a very unique piece of land, called Anatolia or Asia Minor, has a very rich historical background .
Anatolia is regarded as the "craddle of civilizations" , hosting several states, nations and culture, since the beginning of settlement history.
With such a rich heritage and experiencing a rapid pace of urbanization, Turkey faces serious and severe issues; striving to preserve values-while developing. The headings of problem areas can be listed as fellows:

- High rate of immigration
- Rivalries in land use/consumption
  - History/archaeology/tourism
  - Agriculture/urban
  - Second homes/coastal zone

The targets of urban and regional development process would be to foster economic development, preserve values, rationalize the use of resources and thus fulfill the criteria of sustainability. This requires several serious accomplishments among which "social consensus" is probably the prime one. The paper will discuss these issues with specific references to the city of Mersin (600 000 pop.), and its surrounding.

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PROBLEMS OF INTEGRATION OF GREEK SMALL TOWNS IN URBAN PLANNING

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The approach of rural space is confronted in Greece to a deficit of suitable methods and concepts, adapted to its specific reality. Due to the difficult and often delayed adaptation of local societies to new situations, in a lot of cases, the Greek countryside still preserves a real and specific dynamics. Moreover, a non negligible part of Greek small towns are characterized by an endogenous process of growth. This process can be explained by the fact that (a) their socio-economic tissue has not been yet totally disintegrated and (b) there is a positive evolution in the relations between small towns and their hinterland, evolution that partly reminds the Mezzogiorno case. Frequently we try to explain the urban and rural relationships applying the well-known European scheme based on residential and tourist movements and neglecting the endogenous dynamics that emerges from the spatial systems polarized around the small town. This fact mainly explains why small towns are, quite often, not appropriately integrated in the urban planning and development. Finally, it appears essential to develop new concepts and methods, adapted to the specific reality of small towns.

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RURALITIES IN EUROPE IN THE FACE OF POWER AND GENDER

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Since the early 1990s (i.e. the debate about the Maastricht Treaty and the MacSharry Reform) the main policy framework in the European Union concerning agriculture has been challenged by many new public and private actors. Besides the traditional key-actors, farmers and their interest groups as well as politicians and policy-makers, new actors have entered the political, social, economic and cultural arena of rural areas. These actors have produced a new rural fabric, which has become extremely complex. The paper will present frameworks used in a comparative study concerning rural innovation and rural development in Europe, in particular the impacts of the interactions between established interests and newcomers in local power relations. Special attention will be given to the gendered nature of these processes. Therefore, the interactions between the actors involved in the everyday practices of rural innovation and rural development concern politics and policy-making. In this context rurality, as a cultural phenomemon, is changing and different ruralities are produced. That is why the paper describes regional similarities and differences as well as general European trends in rurality from two thematic perspectives: 'power and gender in action' and 'power and gender in ideology'.

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INFLUENCE OF PRODUCTION ON DEVELOPMENT OF SMALL TOWNS

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In Slovakia in the last decade of the 20th century under the process of restructuring of production, there has been a massive drift of the workers form agriculture which changed the structure of economic potential in the rural areas as well as its economic efficiency. Lack of the capital and financial flows caused differentiation in the agricultural cooperatives. These have been transferred to the cooperatives of owners and without the state subsidies have not been able to fulfill their tasks any more. The process of economic competition and success deepened the differences between the settlements but on the other hand stimulated the inhabitants to develop broader contacts and activities, mainly in innovation and finalization of the products. Increase in financial costs of agricultural production impacted diminishing of volume of the used pesticides and artificial fertilizers and in lowered agricultural yields which but from the point of view of nutrition and health state of inhabitants it was then reflected by the increase of ecological parameters of agricultural products and sound nutrition. At present about 75% of agricultural companies that survived the process of transformation can be considered as successful. Except for economic prosperity the achievements can be seen in the landscape which has been cultivated and improved by various agricultural activities. Moreover, population in the settlements based on agricultural production use the local products to finalize them by their own activities and revitalize local development, including development of rural tourism.

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RHIZOME CITY - MULTICULTURAL URBANISM NEAR THE RUSSIAN BORDER

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The Ingrians living in Russia and Estonia got the status as Finnish remigrants in 1990. Since then 30000 Russian speaking emigrants has settled down in Finland, and there are still 19000 remigrants waiting permission to come. These Russian speaking newcomers are the largest group of foreigners in Finland, and unfortunately the least popular, especially in my object area in the city of Joensuu near the Russian border. There exist also other foreign groups in Joensuu, among others African asylum seekers. During the last ten years the name of the city has appeared repeatedly in headlines due to racist street violence. Finnish immigration officials try to implement active integration policy, but the norms and agendas lack the spatial dimension. In my case study I'm striving to discover the interdependence between the spatial everyday life of immigrants and the urban space. Since these are both culturally bound, I assume they contribute mutually to acculturation processes. However, strong spatial determinism seems unlikely. On the contrary, the ethnic-cultural minorities in Joensuu appear willing and capable to appropriate urban space. They tend to apply different tactics, which produce either relieving invisibility or arenas to present their strengths. The use of tactics gradually produces rhizomatic multicultural city, which ought to be recognized by urban planning, in order to enable active multiculturalism in urban policies and design.

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LOCAL DEVELOPMENT PLANS AND THE CULTURE OF COUNTER-NETWORKING IN BACKWARD GREEK AREAS

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Over the last three decades following the collapse of fordism and the questionning of modernist rationality by various post-modern, post-structural alternatives, the ongoing economic globalization processes have dramatically changed the lens through which geographers, regional economists and planners tended for long to view space, place and territorial change. A renewed interest in locality has been emerging as a consequence of the global-local (glocal) dialectic expressed in both the ways spatial analyses are being carried out and planning policies are being formulated. Bottom-up models of spatio-economic coordination have gained in importance whereas top-down ones have been gradually abandoned by policy-makers as too rigid, bureaucratic and totalitarian. Recent international work on regional economic development and planning stresses the impor-tance of networking and formulation of regional clusters of firms and neo-Marshallian districts in the process of sussesful spatio-economic local development. In this litera-ture, "untraded interdependencies", institutional learning and collaborative cultural "mi-lieu" are considered as the building blocks of the network paradigm in economics, ge-ography and planning studies and policies. It should be kept in mind, however, that as a matter of fact, the network paradigm reflects developments in advanced industrial re-gions but lacks explanatory and policy-making powers in the context of peripheral rural areas lacking many of the previous building blocks. Based on two years intensive re-search experience at a number of rural Greek areas in the process of making local de-velopment plans, this paper addresses the major cultural forces and attitudes that hinder local development planning by creating a strong counter-networking dynamic. It then questions the bottom-up model as ineffective and populist and sketches out alternative guidelines for action based on a mixed top-down/middle range bottom-up model of networking coordination at the localities level. Middle range institutional settings based on "interactive learning" are figured out as necessary "instruments" to combat both the rigidities of centralized coordination and the vagueness of endogenous local imagineries.

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RURALITY WITHIN RURALITY: THE CONTRIBUTION OF SOCIO-SPATIAL FACTORS IN PLANNING

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There is no broadly accepted definition of rural areas at the European level. Rurality is defined in a rather vague and ambiguous way. More importantly, however, we seem to be more certain about what rurality is not rather than what it actually is. A span of highly diversified areas is classified under the "rural" (for e.g. in the official EU and OECD rural typologies there are only two or three types of rural areas). However a closer look on the rural areas within the European territory reveals diversity in terms of geographical characteristics, socio-economic structure, physical and technical infrastructure, institutional "thickness", social capital, let alone historical transcendence etc.

Existing typologies ignore local variations, which seem to be crucial in rural area differentiation and planning. This paper argues that there is a need, on the one hand for more sophisticated classifications of rural areas, and on the other hand for greater sensitivity so as to secure the incorporation of socio-spatial factors in planning.

We support this view by drawing evidence from the analysis of rural entrepreneurship in Greece. In the framework of the gradual demise of interventionist European Agricultural and Rural Policies, the fostering of the entrepreneurial activity in rural areas has been placed among the prime targets of the new EU Rural Policy rationale. Using data from extensive Field Work research conducted in Spring 2001 in two Greek rural NUTS 3 areas, we examine how the "local milieu" attracts certain types of enterprises and in turn on how the "local milieu" is influenced by the particular enterprises that it attracts. Moreover, we focus on how planning (socio economic as well as spatial) may reverse the above described trajectory in those cases that it leads to a vicious circle.

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THE CULTURAL IMPACT OF SECOND HOMES IN WALES: PERCEPTIONS AND RESPONSES

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Drawing on a recent study for the National Assembly for Wales, this paper looks at the perceived cultural impact of rural second homes in Wales, contrasting the furore surrounding the impacts of such properties with the reality. The views of local authority officers and national pressure groups are compared with images in the popular press. We consider whether, given the weight of belief that second homes in Wales are a 'cultural threat', any policy response short of an absolute ban can satisfy their critics. We argue that this component of market change is perhaps less culturally detrimental than other forms of in-migration, but has become an easy target for politicians who need to rationalise the loss of local services and jobs to the immediate electorate.

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APPLYING A SIMULATION MODEL FOR THE TRANSFER OF DEVELOPMENT RIGHTS IN RURAL COMMUNITIES

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Development pressures are transforming the rural landscape. Across the United States, many small towns and rural communities are facing the same multiplicity of challenges: sustaining viable centers; protecting rural communities, prime agricultural and environmental lands; addressing land fragmentation; maintaining community identity; and containing the urbanization of open and rural lands. In the past, individual communities have focused on these issues in isolation and have addressed each "problem" with narrowly focused and separate policies. However, these issues are interconnected and their long-term solutions require integrated policy choices. There is a demand for innovative land use management techniques that recognize: the need for an economic and environmental balance; the importance of private property rights; the power of using a market-based approach; and recognize the particular legal structure regarding land-use regulation. One land use technique is the use of transferable development rights (TDR). A TDR regime guides development by focusing land-use change into those geographic areas targeted by communities while protecting designated areas, such as rural lands and resources. TDR allows for the market transfer of development rights from landowners in areas designated for preservation to landowners in areas deemed appropriate for development. Despite its promise as a land use management technique, TDR has seen limited use due to its complexity. This research uses a simulation model within a geographic information systems (GIS) framework to reduce this complexity and to analyze the potential of TDR in a rural Michigan community to achieve both preservation and development goals. Before presenting the TDR simulation model and its findings, this paper briefly presents the background and basic structure of TDR programs. The research method and findings are then presented. An iterative, case-study approach was used to develop the simulation model decision rules. The model was then applied to a specific community to investigate the applicability and potential of TDR programming to address rural land preservation.

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DIMENSIONS OF TERRITORIAL COMPETITIVENESS: THE CASE OF BEIRA INTERIOR

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The Beira Interior is a sub-region in the centre of Portugal with 12 138 Km^2 or 51,3% of region Center (one of 7 Portuguese regions for planning - European Union). In 1997, the population was 376 540 or, aprox. 4% of national population. It's a region where the population is decreased in last decades. However the natural patrimony, culture, the existence of higher education and centers of investigation, the regional system of innovation, the manufacturing traditions and the relations new type between this agents of development give competitiveness to the region.

The capacity of competitiveness of territory/region is, by Lopes (2001), determinate by conjugation many dimensions:

- pattern of comparative advantages;
- dynamics of local system of production;
- conditions of territorial insertion local economics;
- existence of equipments e infrastructures. To this dimensions it's need joint another dimension: the capacity to offer different kind of spaces for different functions. The territory, like a organized space, molded politically, economically and administratively by man's action along the story is structured in six large groups of cluster's: cluster of nature or natural resources; cluster of economics activities; cluster of activities, equipments, infrastructures physical and social accessibilities; cluster human resources with yours history, traditions e system of values; cluster science and knowledge and cluster of relations between groups.

The economics paper and competitiveness of a region is no more finked in traditional terms but is strongly associated to the organizational characteristics of social and productive apparel. In this paper we try show how the new approach for the non developed regions like Beira Interior can put in the way of sustainable development.

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ON SUSTAINABLE DEVELOPMENT OF SMALL SETTLEMENTS IN SLOVAKIA

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Small settlements (up to 1999 inhabitants) are a specific group of settlements in Slovakia where about 30% of the Slovak population live and they form approximately 85% of all settlements in Slovakia. From the point of view of sustainability they are an endangered group with the risk of their decline. These settlements have undergone gradual degeneration in the second half of the 20th century due to the socialistic collectivisation of agriculture as well as due to the socialistic industrialisation and consequent urbanisation. At the beginning of the 21st century, under the trend of globalisation, these settlements suffer from spatial isolation and deteriorate both in physical and social aspects of their existence. One of the possible ways is their formal or informal integration in the micro-regions or regions which depends on local opportunities. Strong aspects of these settlements remain in their strong social and cultural values as well as in their ecological values through their close links to landscape. There is in general insufficient infrastructure which, along with deteriorating human, social, economic and cultural capital, belong to the weak aspects of the small settlements. Sustainability of the small settlements in the settlement structure of the Slovak Republic is very important for continuity of all the forms of settlement structure and for settlement culture. From this point of view it is necessary to reassess the values of rural habitats, rural countryside and rural settlements in order to reach biodiversity and sociodiversity in the settlement structure and safeguard diversity and harmony of the settlement forms. This vision is very important for sustainability of the 21st century settlement structure undergoing the process of European integration.

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NEW TOWNS AS A TOOLS FOR REGIONAL EQUALITY; IRAINIAN EXPERIENCE

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The issue of foundation of new townships and foundation of modern cities, adhering to the prevailing fashion, is an innovating process in the city foundation system of Iran,which is in the course of development.

The ever increasing growth of urban dwellingin Iran during the last two decades,exigency for embarking on planning with the ultimate objective of logical distribution, spreading and dispersing of the population, the dire necessity for compiling specific framework for provision of the present and future required infrastructural services for the city dwellers preventing the ever increasing physical expansion of the big cities, and finally foundation of new cities are such exigencies which could not be eluded in any way. In this paper I want to evaluate the new towns policy in Iran, with focuses on 5 new towns in Tehran and Esfahan (in center of Iran) and show whether this policy can be success for regional balance in future of Iran?

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URBAN STUDY FOR THE REHABILITATION OF AVANDOS AREA OF THE ALEXANDROUPOLIS MUNICIPALITY

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In the outscirts of the medium sized towns, in the border regions of Thrace, there are "illegally" built settlements inhabited by low income people, who are mainly rural seasonal workers of Greek citizenship and Muslim religion. These people are seriously affected by social marginalisation and segregation. Avandos is such a settlement close to the town of Alexandroupolis is North-Eastern Greece. The houses of Avandos are "illegal", substandard and outdated. Water, electricity, sewer and infrastructure are severely deficient. The Municipality of Alexandroupolis, in the context of state's policy for developing Thrace, was determined to support a series of urban development strategies, required to combat social exclusion and integrate the deprived population to social sustainability. There have been initial plans to temporarily move the inhabitants to a different area and rebuild the settlement. These initiatives were criticized as expensive and unrealistic and have been abandoned.

The present paper discusses the intervention framework adopted for the development of the settlement, taking into account issues of ethnicity, culture and community involvement.

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THE DILEMMA OF PLANNING FOR DUAL AND POLAR FUTURE SCENARIOS

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Nahal-Oz is a "Kibbutz" (a rural collective community, owned and managed by its members), located in very close proximity to the Palestinian town of Gaza. Nahal-Oz has gone through many changes since 1967, affecting all aspects of the individual and communal life. A decrease in the number of members and an abnormal distribution of age groups (with few children and a large group of middle-aged people) causes difficulties in maintaining basic public services such as education and recreation. Changes in modes of employment and a growing number of unskilled members cause economic problems that affect individuals as well as the community. A weakening of the community spirit and a growing emphasis on individuality causes inequality. There has also been a conseptual shift from a defensive settlement on a hostile border to a peripheral community in transition. After 1967 commercial and social ties with neighbouring Gaza were built and the peace talks with the Palestinians opened a window of opportunity for Nahal-Oz. In 2000, we became involved in preparing a strategic plan and a development plan for the Kibbutz. Other spatial plans were prepared by other planners, such as the widening of a road connecting the town and port of Gaza to Jordan and Saudi-Arabia via Israeli territory, a large industrial park situated on the border, owned by several local authorities and planned to supply work to both inhabitants of Gaza and Israelis, and the 'karni' barrier (gate) for transferring goods in different stages of production, and so, exploiting the relative advantages of both sides of the border by mutual agreements. The main aims of the plan were:

Establishing the future balance between shared and individual assets (land, dwellings, income, services, etc., in coordination with the current process)

Envisaging the future main characteristics of Nahal-Oz.

Creating an option for an educational peace centre that would bring tourism to the area, thus supplying job opportunities.

Developing the welfare of the inhabitants, in terms of dwellings, services, and the community's responsibility to provide basic care for its weaker members.

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SUSTAINBLE DEVELOPMENT AND PLANNING IN THE DESERT REGIONS-ALGERIA

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Sustainable development has become a widely recognized goal for human society ever since deteriorating environmental conditions, indicate that its sustainability is at stake. Continuous pressure for urban sprawl and development to meet the demands of an expanding rapid urbanization has led the country to think seriously about, planning and regional development in the desert regions.

This paper will examine first, problems associated with current desert planning systems and patterns of regional development and then, sets out to explore the pursuit of sustainable desert urban development. It sketches out the alternative approaches to desert planning systems that are likely to fulfill the requirements of ecological and sustainable urban development in the Sahara desert regions.

Further on, it highlights some urban patterns and street networks seen against the current concerns of global environment and ecologically, sustainable desert urban and regional planning.

Finally, some recommendations are given to lay down an urban planning system that would be least damaging to the local and regional ecosystem, which would function within the limits of the carrying capacity of the natural and physical environment of the region.

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AN EXPERIENCE OF SUSTAINABLE DEVELOPMENT PLANNING IN A BORDER REGION OF ITALY.

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Calabria, the most southern region in Italy, placed in the middle of the Mediterranean Sea, is a mountain territory. From a long time, the inside Calabria areas are affected by numerous and remarkable social problems (ageing people, depopulation, social exclusion, unemployment, etc.), economical (weakness, low enterprise rate, etc.), territorial (small rural towns with difficult connections and inefficient welfare, etc.), environmental (ecological vulnerability, landslides, geologic and hydrologic risks, fire risks, technologic risks connected with natural resources exploitation, cut wood, waste materials, pollution, etc.).
At the same time mountain border areas, being endowed with a cultural heritage and human capabilities, offer considerable opportunities for development. These areas recall particular life conditions connected to nature and land characters, natural resources, communication and connection problems, complex historical processes that adapted in course of time the social way of producing, consuming, living. In this paper we produce, as case study, a Local Development Plan carried out by Calabria University and Sila National Park. We are talking about a rural community, constructed with a shared and participated approach. The strategy of the plan pursues the local social identity, through the sustainable tourism development and the exploitation of cultural local traditional heritage, natural resources (in particular lakes, rivers, forests) and historic evidences of their utilization on behalf of local community. In particular with regard to traditional agriculture, handicraft, livestock-breeding, coal production, natural wood products exploitation (wood, chestnut, mushroom). The general aim of sustainable development is pursued through the acknowledgment of the local society characters, that always become concrete in an original relationship system between men and places, environment and history. The development plan, composed by a "Structural plan" ad an "Operative plan", foresees the integration among economic and social actions, and actions trending to improve the environment and territorial quality.

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VERNACULAR ARCHITECTURE AS A DOMINANT ELEMENT FOR THE ORGANISATION OF RURAL SETTLEMENTS: CHIOS ISLAND CASE STUDY

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The evolutionary theory concerning vernacular architecture, classifies the built environment according to geographical regions, in order to define typological differences. In Greece, settlements with population under 2000 inhabitants, were classified, following the current legislation, in categories by evaluation of five criteria (position, architectural interest, dispersion, population growth and size). The same legislation provides the definition of dominant architectural type for each settlement, in order to specify its building standards.

The case study of Chios Island elaborates an architectural survey forits rural settlements, which has been developed in a long period of time, from Byzantium to nowadays.

The morphological element of roofing pattern (characterizing element ofeach settlement's "macro-structure") and its differentiation throughout the historical evolution of each geographical region of Chios Island, is evaluated. In conclusion, suggestions are proposed for the construction code of each geographical region of Chios.

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PLANNING FOR THE SMALL TOWN OF BRIDPORT

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In many parts of the world, small towns are valued for the quality of their place-identities, but suffer serious economic and social decline. In the United Kingdom, programmes for the economic and social regeneration of small towns are currently promoted both by local authorities and by regional development agencies. These regeneration initiatives have to be far-reaching if they are to overcome powerful processes of decline; and they are therefore likely to affect place-identity in equally far-reaching ways. In this paper, we make a critical review of a community-based process for planning the regeneration of the small British seaside town of Bridport, which attempts to identify and prioritise a programme of initiatives designed not only to foster economic and social regeneration, but also to make positive impacts in place-identity terms. The paper proposes a methodology, intended to be transferable to other small towns, which has two key aspects. First, it explores ways of synthesising bottom-up visions and design ideas produced by community groups themselves, with the top-down professionally orientated planning processes which are also essential for considering any small town in its wider regional context. Second, it develops a conceptual framework for considering the role of landscape morphology and urban morphology in terms of both regeneration and place-identity concerns.

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PLANNING FOR A SMALL RURAL COMMUNITY IN A DECLINING REGION - AN ANTIPODEAN VIEW

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Severn Shire is a small rural community of some 3000 people located in the declining New England region of Australia. In many respects the New England region characterises the "border region" phenomenon experienced throughout the periphery of Europe. Profound economic change has occurred, traditional methods of production are being challenged, there are major environmental concerns and there is a general outflow of capital and human resources. Parallels can be drawn between aspects of the European situation and Australia in terms of these characteristics. A four-year project, just completed, applied a new planning paradigm to the development of land use planning for the area. A very conservative area, the Shire suffers serious environmental degradation and its present land use plan is dysfunctional and failing to achieve community or agency objectives. The new planning paradigm is based on a series of action research projects carried out in the New England over the last ten years. These have included a range of urban and rural communities and established core processes for both community-based and outcomes driven planning. Highly interactive, the approach is characterised by intense interactions with both the communities for whom planning is required and key state agencies. Although a relatively time-consuming approach, the method permits a high level of understanding of the objectives and characteristics of the target communities and agencies and the timeframe permits both communities and agencies to view the planner with acceptance. For small communities the length of the process also has cost benefits in spreading the cost of planning activities. The collaborative approach significantly assists in the achievement of broader societal objectives relating to economic sustainability, biophysical sustainability and social and cultural sustainability. Within this framework, the specific objectives of state environmental and economic development agencies are able to be reconciled with community aspirations within the collaborative framework.

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TRACK 15

URBAN MODELLING

Co-chairs:
G. Clarke - G. Fotis

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SIMBRITAIN: A SPATIAL MICROSIMULATION APPROACH TO POPULATION DYNAMICS

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In this paper we present progress on a 3-year research project that is aimed at simulating dynamically urban and regional populations in Britain. In the context of this project we are using data from the 1991 UK 1991 Census Small Area Statistics (SAS), the British Household Panel Survey (BHPS) and the UK National Health Service Central Register (NHSCR) migration data, in order to dynamically simulate the entire population of Britain into 2021 at the small area level. This paper discusses the structure, aims and objectives of *SimBritain* and presents some preliminary results. First, alternative spatial microsimulation strategies are discussed and their advantages and drawbacks are outlined. Further, the difficulties in calibrating and validating dynamic microsimulation models such as *SimBritain* are highlighted and ways to tackle them are explored. The paper then presents some model outputs that highlight the geographical variation of a wide range of socio-economic variables through the 1990s. Moreover, in the light of these outputs, the paper discusses the potential of *SimBritain* for the analysis of a wide range of government policies.

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ASSESSING THE IMPACTS OF RAPID AIRPORT EXPANSION:THE CASE OF LIVERPOOL JOHN LENNON AIRPORT

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Liverpool John Lennon Airport (LJLA) has been described as the fastest growing airport, not only in *Europe*, but also in the *world* - mainly as a consequence of the increased activity of low-cost carriers such as easyJet and Ryanair. Expansion in terms of annual passenger numbers (0.75m in 1998, 1.2m in 1999, 2.0m in 2000) is also reflected in growth in those employed directly at the airport and elsewhere. The current phase of rapid growth provides a unique opportunity to both monitor its impact on the local economy and wider region and to improve the performance of models employed to forecast future impacts. This paper reports progress in building on, and extending, the work undertaken by Batey et al (1993), on behalf of British Aerospace, in examining the impact of their proposed 30m passenger/year major European hub airport at Liverpool. It also draws on the later study, for London Chamber of Commerce & Industry (1994), on impacts of development of Heathrow Terminal 5 (see Batey and Madden, 2001). Earlier work revealed direct, indirect, and induced effects of airport expansion on the local economy using an innovatory demographic/economic framework in which a distinction was made between impacts on households with employed and unemployed heads - displaying different consumption patterns and thus indirect and induced effects. Current research is focusing on updating this approach in the changed circumstances since the original non-survey-based input-output (I/O) table was assembled. A key research aim is to develop an improved capability to assess impacts of short, medium and longer-term changes in passenger numbers on the region's economy. More specific research objectives include the refinement and updating of the specification of the extended demographic/ economic modelling framework within which the Greater Merseyside Input-Output table sits - including re-assessment of the appropriateness of the 34-sector scheme adopted in the model; the assembly of appropriate data to enable the estimation of the revised model specification and testing of the forecasting ability of the model.

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EXTENDING GEODEMOGRAPHIC CLASSIFICATION USING SUPPLY SIDE AND DYNAMIC VARIABLES

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Traditional proprietary geodemographic information systems (GDIS) that are on the market today (e.g. MOSAIC, CAMEO) use robust and well-established methodologies to classify small areas on the basis of their demand characteristics. Demographic indicators (usually from the Census) are selected as proxies for affluence and are then linked to customer databases to derive a measure of the level of consumption expected from the different area typologies. GDIS are concerned with assessing the level of demand that may be present in the different geodemographic clusters and are invaluable for use in marketing and business contexts. It could be argued, that these systems ignore fundamental relationships in the retail market. By focusing upon demand in a vacuum they are ignoring the consumer-supplier interaction as well as other supply-side variables. This paper suggests that geodemographic systems might usefully incorporate measures of the labour market and the housing market in an area. These measures represent supply-side conditions and it is argued that profiling an area in such a way as to include characteristics of employment and housing will provide a valuable extension to spatial classification based entirely on demand-side characteristics. The prosperity or 'buoyancy' of an area may be reflected by the nature of the businesses and houses that are located there. Furthermore, the paper argues for the inclusion of three other types of variables in area classification. Firstly, areas are not self contained and consequently it is important to include some measures of the interaction between each area and other areas that define catchment size and level of self containment. These variables are derived from modelling journey-to-work flows for different occupational categories. Secondly, area characteristics may change considerably over the course of time. In order to capture some measure of dynamics, it is appropriate to include variables that represent change over time. Thirdly, it would seem logical that commercial organisations that make use of geodemographic systems would like to know which places are projected to change in the future.

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TRANSPORTATION SIMULATION RESULTS FOR THE TRANSPORTATION DISADVANTAGED: A CASE STUDY IN AYDIN

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In the previous study called "A Special Modelling Approach for the Transportation Disadvantaged", which was an experimental one calibrated in a town (Ayd?n) in Turkey, it was observed that an integrated TPM (Transportation Planning Model) for the disadvantaged category was probable, and the findings were observable at all stages of the sequential modelling, however, with slight differences compared to the Normal model's results. Based on these differences, for each single-disadvantage group of which the "disadvantagedness indices" had been defined previously, three KB (Knowledge Based) simulations are run for three dimensions of disadvantage, which aims to help improve the adverse conditions of the disadvantaged: socio-economic (categorical), spatial and the positional. In this study, the detailed simulation results, evaluated from different criteria of TRANUS software, showed that there observed a slight improvement in the travel conditions of the disadvantaged and that socio-economic dimension was the most fruitful area for policy capturing.

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ACCESSIBILITY IN HELSINKI METROPOLITAN REGION

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The urban sprawl of Helsinki metropolitan area means a transformation process, from a traditional planned hierarchical urban form into something else. Specialization of different nodes in the urban network no longer depend on central business district only, but increasingly also on connections between other actors in the newly divided production and service chains. The ongoing process of upgrading the road network for existing demands of IT-clusters, logistical clustering, retail park on edge city and so on, is likely to change the non-central connections in terms of accessibility. The structure of the road network itself is undergoing major changes on a fundamental level, in the sense of accessibility from different parts of the metropolitan area. This seems to have a strong correlation with the sprawl of basic functions in Helsinki metropolitan region. For analyzing the dynamic change of *accessibility* a morphological approach of Steadman and Hillier was found promising. The technique used for analyses is an application of techniques from Space Syntax studies in a more general form. Accessibility is understood as a configurational property of the metropolitan street and road network. The subdivision of network is done in a manner that indicates the travelling speed instead of the physical property of visual axiality. The different travel radius levels mark effectively areas for functions with different types of movement demands. Thus the method of accessibility, due to potential of network topology, may be used for the *allocation* of new activities as well as the *evaluation* of planning actions.

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INTEGRATED URBAN TRANSPORTATION AND LAND-USE MODELS FOR POLICY ANALYSIS

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Within modern polycentric cities, processes that relate to everyday life have become complex. Increasing household affluence, car ownership and female labour force participation rates impact on the way people organise their lives in cities. Furthermore, the emergence of a global economy, fuelled by fast-paced advances in transportation and communications technology, has an impact on the economic fabric of cities. Locational needs of firms operating in today's economies are decisively different than what they were only two decades ago. Planning within such a fast-changing and complex environment has become increasingly difficult. Several authors have promoted the city as a complex system with several interacting subsystems. Considerable empirical evidence from around the world has documented the relationship between the transportation and land-use subsystems for cities. However, transportation policy and planning, more often than not, are formulated and practised independently from land-use considerations. The role of models in policy analysis is to capture the important relationships in the urban system so that the consequences of alternative policy decisions can be projected and studied in advance. Models that simulate the urban system are known *as integrated urban transportation and land-use models*. Such models have a history of about three decades. Developments in the 1990s, in terms of computer hardware and software, database availability and sophisticated modelling methods, have renewed interest in such models. The time is ripe for the development of models that can be adopted widely by planning agencies as useful policy decision support tools. Recent interest in such models has prompted the compilation of at least three critical reviews of existing models (Bureau of Transport Economics, 1998; Southworth, 1995; Wegener, 1994). The intention of this paper is not to repeat what is found in these reviews. Instead, the objective is to provide a balance between a discussion of existing models and developments that will shape the next generation of models.

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A SPATIOTEMPORAL METHODOLOGY FOR THE PREDICTION OF GEODEMOGRAPHIC EVOLUTION OF URBAN AREAS USING ARTIFICIAL INTELLIGENCE. APPLICATION TO THE PREFECTURE OF ATTICA, GREECE

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The observed increase of urban population is one of the main reasons, that urban areas are more than often, during the last decade, in the epicentre of theoretical and practical studies. Questions and issues like "where and to what extend is the population increasing?" or "will urban areas continue to expand at the expense of rural" intensifying urban sprawl and the most crucial "how can a planner make decisions towards the solution of the complicated matters that urban growth sets". Such questions have reigned the planners and spatial analysts' communities for years and unfortunately only recently has the formulation of specific answers been recorded, which in many cases are contradictory and as such not well adopted.

The main aim of this paper is the definition of the evolution of urban areas and more specifically, the modification of population and land use patterns. In this respect, methods of Artificial Intelligence are utilised for the spatial analysis and clustering of recent data at the municipality level and the definition of future trends. During the approach a Neural Network Model is formulated for a twenty year forecast for each different group of areas, the theoretical background of which was that the degree of spatial contingency between members of the same or different groups is one of the key factors in their evolution. The results are interpreted and evaluated with respect to census data and it is shown that the proposed methodology's flexibility largely depends on the nature of the variables that define each areas primal characteristics.

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RESIDENTIAL LOCATION AFFECTS TRAVEL BEHAVIOR BUT HOW AND WHY?

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In several countries national land use policies in recent years have aimed at trying to limit the growth in urban transport, in particular automobile use, by means of spatial planning. The underlying assumption behind these policies is a belief that dense and concentrated cities can reduce the needs for travel by limiting the distances between residences, workplaces and service facilities, and also facilitate the use of public and non-motorized means of transport. However, the "spatial planners' logic" on which these policies are based, has been repeatedly challenged by other groups of professionals, in particular economists, but increasingly also sociologists and other social scientists. Early empirical studies demonstrating correlations between urban structure and travel behavior have been criticized for not taking into consideration socioeconomic factors and/or disregarding the influence of the travelers' attitudes and lifestyles. Moreover, some critics call attention to the fact that statistical correlations, even with multivariate control, can never establish whether a *causal* relationship exists between urban structure and travel behavior. In order to meet the above criticisms, a comprehensive study of urban structure and transport has recently been conducted in the Copenhagen area. The study includes a one-week travel survey of more than 1900 residents in 29 selected housing areas, a detailed travel diary analysis including 274 of these residents, and in-depth qualitative interviews of 17 households. Besides carrying out multivariate statistical analyses including urban form variables as well as socioeconomic and attitudinal characteristics of the travelers, separate studies have been made of (1) changes in travel behavior and car ownership among residents who have moved from one location to another, (2) differences between subgroups of the population in the relationships between urban structure and travel behavior, (3) variations in activity patterns depending on the location of the dwelling, (4) the location of various destinations and how the choices of destinations vary with the location of the residence, (5) the interviewees' reasons for choosing activities and their locations, travel modes and routes, as well as the meaning attached to living in or visiting various parts of the city.

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URBAN CLUSTERING AS A TOOL OF FACILITATING SUSTAINABLE URBAN GROWTH IN PERIPHERAL REGIONS

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Urban cluster (UC) is a group of urban places located in close proximity to each other and connected by strong socio-economic and functional links. This "clustering-development" link will be illustrated by case studies drawn from four different countries - Norway, Israel, Australia and Canada. As argued, the effect of urban clustering on the development of individual urban localities is twofold: (1) In sparsely-populated peripheral areas, neighbouring towns increase each other's chances of attracting investors and migrants due to inter-urban exchanges; (2) In core areas, where a major population centre dominates the social and economic life of adjacent towns, inter-town competition and overcrowding within dense clusters of urban localities reduces their attractiveness to both investors and migrants.
To measure the effect of clustering on the development of individual urban places, the Index of Clustering is proposed. This index is estimated as follows: $IC=IS^{\alpha}/IR$, where IS (Index of Isolation) is the density of the urban field in the area, estimated the total population of all towns located within a commuting range from the urban place in question; IR (Index of Remoteness) is the remoteness of a town from the closest urban centre of the country, and α is a power variable ($\alpha>0$), which is subject to calibration under local conditions. The proposed index takes high values in centrally located areas, where distances from major population centres are small ($IR->0$) and the urban field is dense ($IS->\infty$); it has low values in more remote peripheral areas, where distances from major population centres are large ($IR->\infty$), and the pattern of urban settlement is diffuse ($IS->0$). In the presentation, the following important issues pertinent to phenomenon of urban clustering will be addressed: a) formation of UCs; b) physical sizes of UCs; c) development links between individual towns in UCs; d) spatio-temporal spill-over of growth in UCs; e) differences in the performance of UCs in core and peripheral areas; f) population thresholds conducive to the sustained growth of individual urban localities in clusters; and g) cluster-related elements of the development strategy aimed at facilitating the potential of urban growth in geographic areas in which such an objective is desirable.

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INCLUDING EXPERT KNOWLEDGE IN THE URBAN MODELING PROCESS

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This paper describes the set up and accomplishment of a workshop, which successfully took place last October 2001 in Portugal. The objective was to embark expert participants in a strategic assessment of the resulting scenarios and analyses of urban modelling. The main methodology used the SWOT's strategic decision in order to evaluate the urban modelling results and to define and hierarchy of the proposals. This paper describes the three phases that characterized the development of the workshop: a first phase prior to the workshop, the second phase of the workshop, and the third phase pos-workshop. The first phase focus on scheduling, fundraising, definition of scope, and target experts. The second phase focuses on the flow as the day of the workshop progressed. The third phase explores the results and actions after the workshop.

Throughout the paper the emphasis will be in the importance of having computational-modeling closer to the different experts, and its importance to generate better scenarios; the challenges that such a workshop can pose, and how to cope with it; the concluding remarks suggest several advices to future workshops.

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USING CELLULAR AUTOMATA FOR SPATIAL EVOLUTION IN URBAN PLANNING

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In this paper is attempted the exploration of the character of cellular automata use in spatial design and planning issues. In simulating urban form with Cellular Automata, the morphological structure of urban spaces under study as well as the shape of the statistical zones deriving from the analysis determines cell geometry. In general, an algorithm allowing the presentation of a system in which cells may have any shape and link with each other in any way, while the basic problem is the determination of the area's boundaries carries out space forming. The system behavior of the model can be controlled by five factors: *a diffusion factor*, an *extension factor*, a *road axis weight factor*, a *slope resistance factor*, and a *natural obstacles factor*. There are also four types of data used in analogous formations: *land cover* (by type), *ground inclination, transportation infrastructure and uses data* and *preserved areas*. Existing aerial photos of urban expansion for the present years are used. The first aerial photograph is taken as the starting point, while the others provide control data by which the model results are compared. The value of the model's predictions is great only in the case when the model has the ability to be satisfactorily graded. Cellular models can be used to create alternative scenarios of urban expansion, while the ease of redefining the rules constitutes them particularly adaptable in its complexity.

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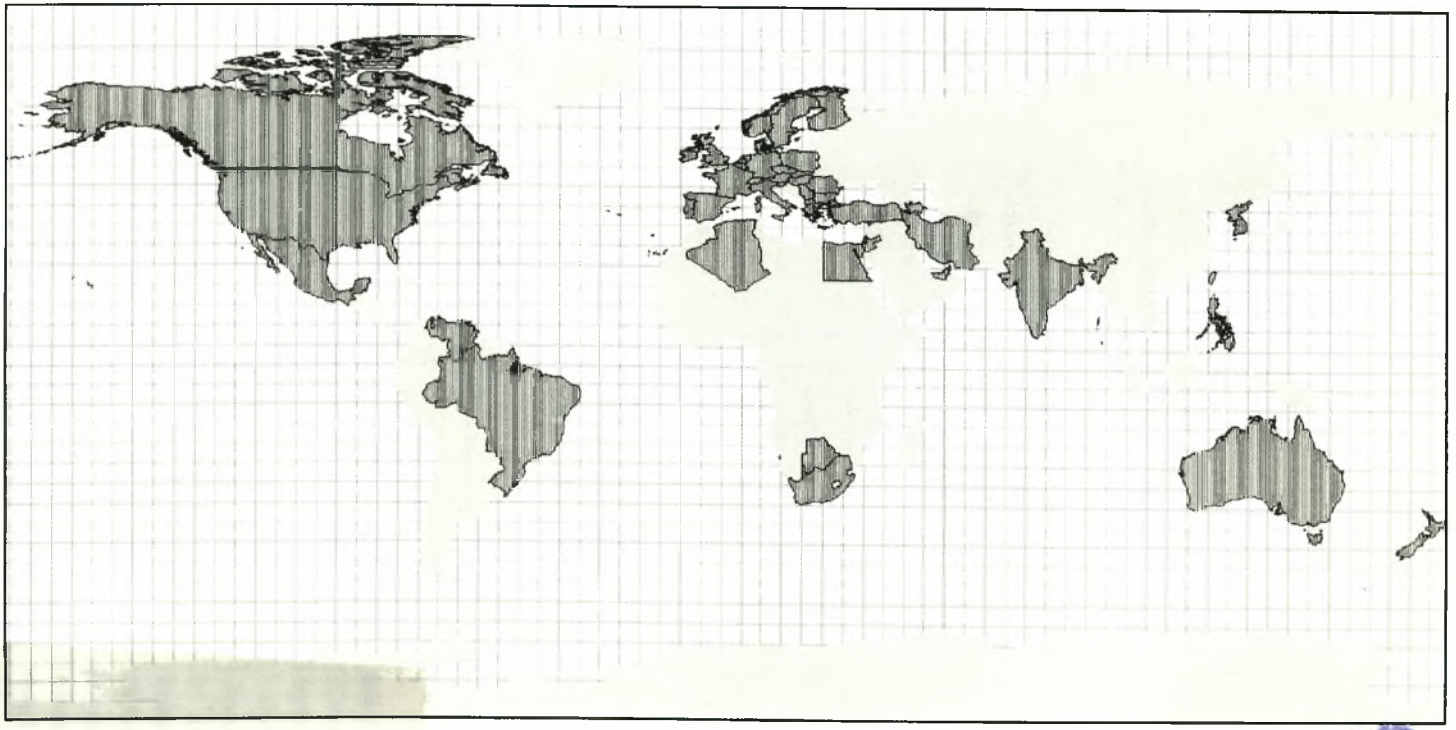

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