



SPACES OF DIALOG  
FOR PLACES OF DIGNITY:  
Fostering the European  
Dimension of Planning  
11 - 14 July 2017 Lisbon



## ***ABSTRACTS BOOK***





## Welcome to the 30<sup>th</sup> annual AESOP 2017

### Congress Lisbon, PORTUGAL

In an uncertain world that is rapidly changing economically, socially and culturally, cities and territories have become the common ground for resilient breakthroughs in the policies and practices of planning and design.

These extreme times urge us to shift towards renewed actions in urban and less urbanised territories. Societal changes, disparities in population growth and incomes and consequential impacts on the sustainability of social services and labour markets, climate change and extreme natural events, complex social-economics trends, challenge us to debate and seek paths that lead to a progressive common future.

The planning and urban minded communities are invited to join efforts under the flag of the next congress topic – SPACES OF DIALOG FOR PLACES OF DIGNITY: Fostering the European Dimension of Planning.

A few of the ideas we may want to provide a platform for discussion include developing people's wellbeing, promoting integrated and flexible planning approaches, encouraging collective engagement in urban and environmental management, inclusiveness and multiculturalism.

From one of the most western cities in Europe we believe that we may address potential European urban futures and the need for opening effective dialogue and cooperation with other corners of the globe.

We look forward to welcoming you in Lisbon and engaging with you in discussing these challenges.

#### **REPRESENTATIVES OF LOCAL ORGANISING COMMITTEE**

*José Antunes Ferreira* | IST-ULisboa  
*José Manuel Simões* | IGOT-ULisboa  
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## TABLE OF CONTENTS

<b>VENUES</b> .....	49
<b>PROGRAMME</b> .....	53
<b>KEYNOTE SPEAKERS</b> .....	54
<b>CELEBRATING JOHN FRIEDMANN'S LEGACY</b> .....	54
<b>KLAUS R. KUNZMANN EXHIBITION</b> .....	54
<b>ROOM SCHEDULE</b> .....	55
<b>TRACKS</b> .....	57
<b>PARALLEL SESSIONS</b> .....	58
<b>TRACK 01: PLANNING THEORY: CONCEPTUAL CHALLENGES AND PLANNING EVALUATION</b> .....	58
CO-CHAIRS: TORE SAGER; ALESSANDRO BALDUCCI; JOÃO CABRAL .....	58
<b>TRACK 02: PLANNING EDUCATION: BUILDING UP SPACES OF DIALOGUE FOR PLACES OF DIGNITY</b> .....	58
CO-CHAIRS: KRISTINA NILLSON; ANDREA FRANK; ARTUR ROSA PIRES.....	58
<b>TRACK 03: SPACES OF DIALOGUE FOR ACTIVE, NETWORKED AND RESPONSIBLE CITIZENSHIP</b> .....	58
CO-CHAIRS: CAMILLA PERRONE; ROBERTO ROCCO; LIA VASCONCELOS .....	58
<b>TRACK 04: URBAN DESIGN, PUBLIC SPACES AND URBAN CULTURE</b> .....	58
CO-CHAIRS: ALI MADANIPOUR; GABRIELLA ESPOSITO DE VITA; PEDRO GEORGE .....	58
<b>TRACK 05: SPACES OF DIALOGUE FOR ACTIVE, NETWORKED AND RESPONSIBLE CITIZENSHIP</b> .....	58
CO-CHAIRS: ANNA M. HERSPERGER; STEPHAN PAULEIT; ISABEL LOUPA RAMOS .....	58
<b>TRACK 06: TERRITORIAL COHESION: A MULTISCALE APPROACH</b> .....	58
CO-CHAIRS: STEFANIE DÜHR; GIANCARLO COTELLA; EDUARDA MARQUES DA COSTA .....	58
<b>TRACK 07: DIALOGUES IN DIVERSE, INCLUSIVE, AND MULTICULTURAL CITIES</b> .....	58
CO-CHAIRS: WILLEM BUUNK; INÊS SANCHEZ DE MADARIAGA; ISABEL RAPOSO .....	58
<b>TRACK 08: REGIONAL ECONOMICS AND SCARCE RESOURCES PLANNING</b> .....	58
CO-CHAIRS: MICHAEL GETZNER; PANTELIS SKAYANNIS; JOÃO MOURATO .....	58
<b>TRACK 09: BRIDGING GAPS IN TRANSNATIONAL PLANNING</b> .....	58
CO-CHAIRS: TUNA TASAN-KOK; THOMAS DILLINGER; PAULO CORREIA .....	58
<b>TRACK 10: HOUSING AND URBAN REHABILITATION AND QUALIFICATION FOR PLACES OF DIGNITY</b> .....	58
CO-CHAIRS: ROELOF VERHAGE; IVAN TOSICS; DIOGO MATEUS.....	58
<b>TRACK 11: HEALTHY AND LIVEABLE CITIES</b> .....	58
CO-CHAIRS: TIJANA DABOVIC; PIERRE LACONTE; NUNO MARQUES DA COSTA .....	58
<b>TRACK 12: TOURISM, LEISURE AND GENUINE URBAN CULTURES</b> .....	58
CO-CHAIRS: JARKKO SAARINEN; JOSÉ MANUEL SIMÕES; PIOTR LORENS .....	58
<b>TRACK 13: MOBILITY POLICIES, TRANSPORT REGULATION AND URBAN PLANNING</b> .....	58
CO-CHAIRS: ENRICA PAPA; XAVIER DESJARDINS; FERNANDO NUNES DA SILVA .....	58
<b>TRACK 14: POLICIES FOR SMART AND CO-CREATIVE CITIES</b> .....	58
CO-CHAIRS: FRANCESCO PILLA; PAULO MORGADO .....	58
<b>TRACK 15: LAW AND PLANNING UNDER SOCIETAL CHALLENGES</b> .....	58
CO-CHAIRS: RACHELLE ALTERMAN; LEONIE JANSSEN-JANSEN; BEATRIZ CONDESSA.....	58
<b>TRACK 16: URBAN METABOLISM AND TERRITORIAL EFFICIENCY</b> .....	58
CO-CHAIRS: MENDEL GIEZEN; SARA CRUZ.....	58
<b>TRACK 17: BIG DATA, OPEN SOURCES, GENERATIVE TOOLS</b> .....	58
CO-CHAIRS: MICHELE CAMPAGNA; ELISABETE A. SILVA; PAULO SILVA .....	58
<b>TRACK 18: UNRAVELLING COMPLEXITY FOR PLANNING</b> .....	58
CO-CHAIRS: GERT DE ROO; WARD RAUWS; JORGE BATISTA E SILVA .....	58
<b>TRACK 19: RESILIENT AND SUSTAINABLE TERRITORIES</b> .....	58
CO-CHAIRS: RICHARD SLIUZAS; ADRIANA GALDERISI; TERESA CÁLIX.....	58
<b>TRACK 20: TERRITORIES UNDER PRESSURE: DISRUPTIVE EVENTS, SHATTERED CITIES, COLLECTIVE MEMORIES</b> .....	58
CO-CHAIRS: ENRICO GUALINI; ADRIANNA KUPIDURA; SOFIA MORGADO .....	58
<b>TRACK 21: URBAN FUTURES: CHALLENGES AND VISION</b> .....	58
CO-CHAIRS: PETER ACHE; PETER NAESS; DAVIDE PONZINI; EDUARDO CASTRO .....	58
<b>11 JULY 14:30PM</b> .....	59
<b>SLOT T01.S01   ROOM V0.03   JOÃO CABRAL   FA-ULISBOA</b> .....	59



229   SAVAGES VENERATING MAGICAL FETISHES': THE POSTCOLONIAL ASSUMPTIONS OF JANE JACOBS' ATTACK ON MODERNIST PLANNING .....	59
399   PLANNING AS A RHIZOMIC PROCESS OF EXPERIMENTATION. NOTES FROM BRAZILIAN PLANNING EXPERIENCE.....	59
958   PLANNING THEORY IN THE GLOBAL SOUTH: CIRCULATING TRAVELLING MODELS FROM THE NORTH OR HYBRID ARRANGEMENTS?.....	60
1174   ANTHROPOPHAGY IN PLANNING: BUILDING A THEORY FROM THE SOUTH THROUGH AN ASSOCIATION OF ACTOR NETWORK THEORY AND HISTORICAL MATERIALISM.....	61
1240   GLOBAL SOUTH PLANNING: FROM WAR TO WARS.....	62
SLOT T01.S09   ROOM V0.04   TORE ØIVIN SAGER   NORWEGIAN UNIVERSITY OF SCIENCE AND TECHNOLOGY.....	63
105   INTENTIONAL COMMUNITIES: THEIR RELEVANCE FOR ACTIVIST PLANNING THEORY .....	63
304   CONSENSUS WITHIN CONFLICT: OVERCOMING CONFLICT IN HOSTILE PLANNING NEGOTIATIONS.....	63
730   PLANNING AT A CROSS-ROAD? POST-TRUTH WORLD, THE CRISIS OF DEMOCRACY AND POPULISM AS CHALLENGES FOR PLANNING THEORY AND PRACTICE .....	64
739   SUBVERTING THE PRESENT, PLANNING THE FUTURE: PROPOSING A COUNTER-PLANNING .....	65
815   SHAPING SPACES OF INTERACTION AND DIALOGUE FOR SUSTAINABILITY TRANSITIONS .....	66
SLOT T02.S01   ROOM V1.02   KRISTINA NILSSON   LULEÅ UNIVERSITY OF TECHNOLOGY .....	67
249   CHALLENGES FOR URBAN PLANNING TEACHING: POSSIBLE PATHS THROUGH COMMUNITY OUTREACH UNIVERSITY PROJECTS.....	67
343   UNLEARNING PLANNING AND LEARNING TO CARE ABOUT PEOPLE AND PLACES: SOME REFLECTIONS FROM SHEFFIELD, ENGLAND .....	67
843   A PARTICIPATION SKILLS FRAMEWORK FOR PLANNING EDUCATION: REFLECTIONS FROM THE COMMUNITY PARTICIPATION IN PLANNING PROJECT .....	68
1167   PEDAGOGY BUILT ON WORKING WITH COMMUNITIES: THE CASE OF PRATT INSTITUTE IN NEW YORK .....	69
1234   IMPLEMENTING A COMMUNITY-BASED KNOWLEDGE IN PLANNING TRAINING PROGRAMS IN ISRAEL.....	69
SLOT T03.S01   ROOM V1.03   ROBERTO ROCCO, LIA VASCONCELOS   TU DELFT; FCT-UNL .....	70
216   VERTICAL REDEVELOPMENT IN ISRAEL: THE COMMON INTEREST VERSUS COMMUNITIES' CLAIMS .....	70
372   LEVELS AND SCOPE OF PARTICIPATED PROJECTS: CASE STUDIES IN THE PORTUGUESE CONTEXT.....	70
750   SOCIAL PERSPECTIVES OF URBAN REGENERATION ON NEIGHBORHOOD-SCALE: THE CASE OF QUARTIERI SPAGNOLI IN NAPLES .....	71
871   NEGOTIATING THE CITY OF MITROVICA .....	72
881   DEALING WITH OPPOSITION IN PARTNERSHIP DEVELOPMENT PROCESSES.....	72
1145   URBAN REGENERATION PROCESS AS AN ASSET TO RISE ACTIVE CITIZENSHIP: THE HUMAN CITIES EXPERIENCE .....	73
SLOT T04.S01 - SPECIAL SESSION   ROOM GA1   OSTEN AXELSSON   STOCKHOLM UNIVERSITY.....	74
264   PERCEIVED QUALITY OF URBAN OPEN SPACE: A STOCKHOLM CASE STUDY.....	74
274   AN INDOOR SOUNDSCAPE SURVEY ON THE USER'S COPING METHODS FOR NOISE ANNOYANCE, DISTURBANCE AND LOSS OF CONCENTRATION IN PUBLIC STUDY AREAS .....	74
490   RESEARCHING SOUNDSCAPE CONCEPTUALIZATIONS, CONTEXTS, AND INFORMATION IN URBAN PLANNING AND DESIGN PRACTICES THROUGH INTERVIEWS .....	75
491   SOUNDS IN THE CITY WORKSHOPS: INTEGRATING THE SOUNDSCAPE APPROACH IN URBAN DESIGN AND PLANNING PRACTICES .....	76
1008   SENSESCAPES AS 'BRUSH STROKES' OF AN URBAN CANVAS: FROM SOUNDSCAPES TO A MULTI-SENSORY FRAMEWORK OF ANALYSIS OF URBAN SPACE .....	76
1099   ENCOURAGING INTERDISCIPLINARY COLLABORATION AND SOUND AWARENESS AMONG CITY MAKERS. A WORKSHOP REPORT .....	77
1129   WINTER CRUSH AND SUMMER SIESTA IN ZAGREB - PERCEPTUAL DIFFERENCES IN SOUNDSCAPE OF THE SEQUENCE OF URBAN OPEN SPACES IN ZAGREB.....	78
1265   URBAN SOUND PLANNING AND DESIGN- A BRIEF SURVEY OF COMMON AND ALTERNATIVE STRATEGIES FOR DESCRIBING AND MANAGING SOUND IN COMPLEX ARCHITECTONIC SPACES .....	79
SLOT T04.S09   ROOM GA4   CARLOS BALSAS   UNIVERSITY AT ALBANY .....	80
187   'TOWERS-IN-THE-PARK': NEW SUBURBS IN THE CITY HUB .....	80
404   REVITALIZING PHOENIX'S INNER-RING SUBURBS.....	80

686   THE CONSTRUCTION OF PUBLIC SPACE IN HIGH INTENSITY GATED COMMUNITY: A CASE STUDY OF ZHONGYUAN TWO-BENDS COMMUNITY IN SHANGHAI .....	81
812   SUBDIVISION A LA CARTE: PUBLIC SPACE AND THE MORPHOGENESIS OF A FRAGMENTED METROPOLIS .....	82
1208   THE GATED COMMUNITY IN CHINA.....	83
SLOT T04.S17   ROOM GA5   CARLOS HENRIQUES FERREIRA   FA-ULISBOA.....	84
326   DENSITY FOR DIGNITY: INJECTING INFRASTRUCTURE AND AMENITIES INTO CENTRAL NEIGHBORHOODS.....	84
445   DESIGNING MACAO: THE IMPORTANCE OF PUBLIC SPACE FOR TERRITORIAL INTEGRATION.....	84
509   URBAN MORPHOLOGY AND LOCAL CITIZENS IN CHINA'S HISTORIC NEIGHBOURHOOD .....	85
564   BORDERS AND DOMAINS OF PUBLIC SPACE - FOR OPERATIONAL SUSTAINABILITY IN CAMPOLIDE .....	86
924   CASE STUDY ON STRATEGIC VALUE OF PUBLIC SPACE DESIGN AS CATALYST IN CITY DEVELOPMENT FROM THE PERSPECTIVE OF SPACE PRODUCTION.....	86
SLOT T05.S01   ROOM V1.09   ISABEL LOUPA RAMOS   IST-ULISBOA .....	88
507   PLANNING AND IMPLEMENTING GREEN INFRASTRUCTURE: FRAMING THE DISCUSSION .....	88
159   GREEN INFRASTRUCTURE, URBAN & REGIONAL PLANNING AND EDUCATION .....	88
210   DEVELOPING MULTIFUNCTIONAL GREEN INFRASTRUCTURE IN URBAN AREAS.....	89
212   STRATEGIES FOR DEVELOPING URBAN GREEN INFRASTRUCTURE – LESSONS FROM CASE STUDIES .....	90
409   GREEN INFRASTRUCTURE IN STRATEGIC PLANNING OF EUROPEAN URBAN REGIONS: AN ECOLOGICAL PERSPECTIVE ON SPATIAL CONCEPTS.....	91
495   GREEN SPACE SYSTEM PLANNING BASE ON THE GREEN INFRASTRUCTURE - A CASE STUDY OF JIAN, CHINA.....	91
SLOT T06.S01   ROOM V1.11   CLEMENS DE OLDE   UNIVERSITY OF ANTWERP .....	93
68   MIND THE GAP: EXPLORING THE EVOLUTION OF TERRITORIAL GOVERNANCE AND SPATIAL PLANNING SYSTEMS IN THE WESTERN BALKAN REGION .....	93
158   THE EUROPEANIZATION OF TERRITORIAL GOVERNANCE AND SPATIAL PLANNING SYSTEMS. INITIAL RESULTS FROM A COMPARATIVE ANALYSIS ACROSS THE BOARD.....	94
413   CROSS-NATIONAL COMPARATIVE CASE STUDY RESEARCH – A PRELIMINARY FRAMEWORK TO GENERATE INSIGHTS INTO PROMOTING COHESION AND SPATIAL JUSTICE IN EUROPE .....	95
733   SPATIAL PLANNING ACROSS EUROPEAN PLANNING SYSTEMS AND SOCIAL MODELS: A LOOK THROUGH THE LENS OF PLANNING CULTURES OF SWITZERLAND, GREECE AND SERBIA.....	95
805   RETHINKING PLANNING CULTURES: FROM EVIDENCE-BASED RESEARCH TO CONCEPTUAL IMPLICATIONS.....	96
SLOT T10.S01   ROOM V1.16   DIOGO MATEUS   ULHT.....	97
43   RIGHT TO HOUSING OR HOUSING AS RIGHT TO THE CITY? THE ROLE OF THE PROGRAMA ESPECIAL DE REALOJAMENTO (PER) IN THE HOUSING/PLANNING NEXUS IN PORTUGAL.....	97
102   LOW INCOME HOUSING PRODUCTION IN THE NEIGHBORHOOD OF SANTA IFIGENIA IN SAO PAULO, BRAZIL .....	97
286   IMPACTS OF THE NEW URBAN RENTAL AND NON-REGULAR RESIDENT TAX REGIMES ON HOUSING AFFORDABILITY AND URBAN REHABILITATION IN LISBON'S HISTORIC CENTER .....	98
713   SOCIAL HOUSING AND REHABILITATION OF CENTRAL AREAS: THE EXPERIENCE OF ZEIS 3 IMPLEMENTATION IN SÃO PAULO, BRAZIL .....	99
911   QUALIFICATION BEYOND HISTORICAL CENTRE: LISBON'S PUBLIC HOUSING PROJECTS.....	99
988   IMAGE AND QUALITY OF LIFE OF NEIGHBORHOODS WITH RENEWAL DEMAND: A CHALLENGE FOR COOPERATION OF CITY DEVELOPMENT AND HOUSING INDUSTRY – CASE STUDY WÜ .....	100
1147   WHITHER SOCIAL HOUSING: RENTAL ASSISTANCE DEMONSTRATION (RAD) AND THE NEW US PUBLIC HOUSING FINANCE .....	101
SLOT T11.S01   ROOM V1.23   NUNO MARQUES DA COSTA   IGOT-ULISBOA .....	102
366   PROMOTING ACTIVE TRANSPORT IN AN AGEING POPULATION: JOINT ACTION BY HEALTH AND PLANNING ADMINISTRATIONS .....	102
522   PUBLIC GREENSPACE AND THEIR IMPACTS ON PHYSICAL ACTIVITY LEVELS OF OLDER PEOPLE.....	102
676   ASSESSING SPATIAL ACCESSIBILITY TO PHYSICAL FITNESS FACILITIES FOR OLDER ADULTS IN WINTER CITY.....	103
835   AGEING, AGE NEIGHBOURHOODS AND URBAN RESTRUCTURING .....	103
1019   PLANNING FOR HEALTH: ACCESS TO MEDICATIONS BY ELDERLY PEOPLE IN RELATIVE PHARMACEUTICAL DESERTS .....	104

1158   URBAN GREEN-INFRASTRUCTURE AT THE SERVICE OF LONG-TERM HUMAN WELL-BEING: A LAB TO IMPROVE KNOWLEDGE ON URBAN BIODIVERSITY AND ECOSYSTEM SERVICES .....	104
SLOT T13.S01   ROOM V1.24   BENJAMIN BUETTNER   TECHNICAL UNIVERSITY OF MUNICH .....	106
643   COLLECTIVE TRANSPORT. A SPATIAL ANALYSIS IN THE CITY OF RECIFE, BRAZIL .....	106
655   PLANNING FOR RAILROAD NETWORK ACCESSIBILITY: THE CASE OF THE REGIONAL EXPRESS RAILWAY (RER) IN THE BRUSSELS METROPOLITAN AREA .....	106
1127   HIT AND MISS OF PUBLIC TRANSPORT PLANNING OF ABU DHABI. FROM STRATEGIC PLANNING TO IMPLEMENTATION: STUDY OF GAPS AND SUCCESS OF ABU DHABI BUS SERVICE .....	107
1134   ANALYSIS OF DYNAMIC PUBLIC TRANSIT ACCESSIBILITY IN WARSAW .....	108
1260   I ONLY UNDERSTAND 'TRAIN STATION!' – COMPARING DISCOURSES ON HIGH-SPEED RAIL STATIONS IN EUROPE AND CALIFORNIA .....	108
SLOT T15.S01   ROOM V1.25   CATHRIN ZENGERLING   HAFENCITY UNIVERSITY HAMBURG .....	110
245   MULTI-LEVEL CLIMATE GOVERNANCE IN GERMANY – OPPORTUNITIES AND CONSTRAINTS OF FORMAL AND INFORMAL INSTRUMENTS FROM A LEGAL PERSPECTIVE .....	110
538   IMAGES OF A LIVEABLE EUROPEAN CITY – LOCAL LAND-USE PLANNING BETWEEN INNOVATION AND LOCK-IN .....	110
701   FLEXIBILITY IN URBAN RENEWAL PRACTICES: THE CASE OF TURKEY .....	111
1071   TOWARDS AN UNDERSTANDING OF SPATIAL PLANNING SYSTEMS IN LATIN AMERICA. THE CASES OF MEXICO AND ARGENTINA .....	112
1293   MARINE PORTS: A PUBLIC AMENITY OR A MARKETABLE ASSET? UNDERSTANDING OWNERSHIP, POSSESSION AND OBLIGATIONS IN THE SALE OF PORTS IN GREECE & AUSTRALIA .....	113
SLOT T15.S09   ROOM V1.26   IZABELA MIRONOWICZ   WROCŁAW UNIVERSITY OF SCIENCE AND TECHNOLOGY, FACULTY OF ARCHITECTURE .....	114
161   LEGAL REQUIREMENTS OF MUNICIPAL URBAN DEVELOPMENT COMPANIES IN NEIGHBORHOOD DEVELOPMENT UNDER PROBLEMATIC CONDITIONS .....	114
486   THE IMPACT OF EUROPEANIZATION PROCESSES ON THE DEVELOPMENT OF NATIONAL ARCHITECTURAL POLICIES IN THE EU .....	115
1139   THE PROVINCIAL PLANNING FUNCTION IN SOUTH AFRICA: FROM CONSTITUTIONAL MANDATE TO PROGRESSIVE PLANNING INSTRUMENTS & OUTCOMES IN THE GAUTENG PROVINCE .....	115
1148   BIG PUBLIC INVESTMENTS: OPPORTUNITY OR THREAT TO THE CITIES? .....	116
1248   CENTRALIZATION UNDER THE NAME OF LOCATIONALIZATION: CASE OF TURKISH METROPOLITAN MUNICIPALITIES .....	117
SLOT T17.S01   ROOM V1.27   MICHELE CAMPAGNA   UNIVERSITÀ DI CAGLIARI .....	118
108   URBAN PLANNING KNOWLEDGE NETWORKS IN EUROPE AND CHINA: A COMPARATIVE RESEARCH BASED ON OPEN SOURCE DATABASE AND NETWORK ANALYSIS .....	118
239   ICT TOOLS FOR COMMUNITY ENGAGEMENT IN PLANNING: A REVIEW OF CONCEPTS AND THEIR CHARACTERISTICS .....	118
310   WHERE IS THE COMMUTERS? RESEARCH OF SHANGHAI METRO COMMUTING TRAFFIC BASED ON TRANSPORTATION CARD DATA .....	119
435   GEODESIGN AS SUPPORT TO OPINION MAKING, IN LOCAL, REGIONAL AND TERRITORIAL SCALE: CASE STUDIES IN BRAZIL .....	120
1049   GEODESIGN: A NOVEL APPROACH TO STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA) .....	120
1084   FROM BLUE PRINT TO DIGITAL: CHALLENGES FOR IT TOOLS IN A NEW CONCEPTUAL PLANNING SETTING .....	121
SLOT T18.S01   ROOM V1.08   JORGE B. SILVA   IST-ULISBOA .....	122
669   DESIGNING WITH UNCERTAINTY: REVISITING THE FORM-BEHAVIOUR APPROACH IN THE CONTEXT OF COMPLEXITY .....	122
696   CONCEPTUALIZING URBAN INFRASTRUCTURES AS 'SMART', DECOMPOSABLE, AND INFORMATION-PROCESSING AGENTS .....	122
944   PEOPLE AND MOBILITY IN TURKU, FINLAND: FUTURES OF MOBILITY AS A SUB-SYSTEM OF A COMPLEX CITY .....	123
998   AN INFRASTRUCTURE-BASED PLANNING AS A MODEL FOR ADDRESSING COMPLEXITY AND UNCERTAINTY .....	124
1118   THE SELF-ORGANISING BUILT ENVIRONMENT: A BIOLOGICAL SCRUTINY OF CONCEPTS AND APPLICATIONS .....	125
SLOT T19.S01   ROOM V1.07   KALLIOPI SAPOUNTZAKI   HAROKOPIO UNIVERSITY .....	126
76   FLOODING, RISK MANAGEMENT AND RESILIENCE: A CASE STUDY OF THE DON VALLEY IN .....	126



106   FLOODING, RISK MANAGEMENT AND RESILIENCE: A CASE STUDY OF THE DON VALLEY IN SOUTH YORKSHIRE, UK .....	126
162   ADAPTIVE FLOODING MANAGEMENT IN COASTAL SYSTEMS: HOW TO INTEGRATE RISK MANAGEMENT IN ADAPTIVE PLANNING PROCESSES.....	127
266   FLUVIAL FLOOD RISK MITIGATION: FROM ENGINEERING TO ECOSYSTEM-BASED MEASURES. THE BENEVENTO CASE STUDY. ....	128
743   CLIMATE ADAPTATION AND FLOOD RISK IN CITIES: POLICY FRAMING AND THE COLLABORATIVE PLANNING IN A MULTI-LEVEL SETTINGS .....	128
965   TOWARD OPERATIONALISING RESILIENCE FOR COASTAL REGENERATION.....	129
SLOT T21.S01   ROOM C9   PETER ACHE   RADBOUD UNIVERSITY NIJMEGEN.....	131
132   DISSECTING THE URBAN BINOCULARS. 'LOOKING AT' URBAN FUTURES.....	131
561   EDUCATING DESIRE: TOWARDS THE CULTURAL RECONSTRUCTION OF A UTOPIAN PLANNING IMAGINARY.....	131
616   CHALLENGES TO A UTOPIAN URBAN FUTURE.....	132
1090   WHY COMMUNICATION IS THE FUTURE OF SPATIAL PLANNING? .....	133
1256   URBAN TOMORROWS REVISITED.....	133
<b>11 JULY  16:45PM</b> .....	135
SLOT T01.S02   ROOM V0.03   THORSTEN WIECHMANN   FACULTY OF SPATIAL PLANNING, TU DORTMUND	135
575   REFLECTING ON THEORIES OF STRATEGIC PLANNING – WHERE DO WE GO FROM HERE? .....	135
682   REFLECTING ON CURRENT DEBATES – FUTURE DIRECTIONS IN PLANNING THEORY .....	135
880   DIVING BEYOND THE SURFACE – POSTSTRUCTURALIST OFFERS TO UNDERSTAND UNCERTAINTIES IN PLANNING PROCESSES.....	136
883   PLANNING, CULTURE, PLANNING CULTURE: BLESSING OR CURSE FOR PLANNING THEORY? .....	137
SLOT T01.S10   ROOM V0.04   TORE ØIVIN SAGER   NORWEGIAN UNIVERSITY OF SCIENCE AND TECHNOLOGY.....	138
215   EMERGING MARKETIZATION OF PUBLIC DISCOURSE AND THE CHALLENGES FOR URBAN PLANNERS — A FEW LESSONS FROM ISRAEL.....	138
265   A TERRITORY-LANDSCAPE PLANNING PROCESS AS CATALYST FOR TRANSFORMATIVE (RADICAL) PLANNING PRACTICES .....	138
552   PRIVATE LOBBYING IN URBAN PLANNING – DEPOLITICIZATION OR REPOLITICIZATION? .....	139
619   IF NEOLIBERALISM IS EVERYTHING, MAYBE IS IT NOTHING? QUESTIONING NEOLIBERAL IDEOLOGY IN SPATIAL POLICIES.....	140
962   UNDERSTANDING POWER: AN EXPLORATION INTO THE WORKINGS OF POWER IN THE PLANNING SYSTEM.....	142
SLOT T02.S02   ROOM V1.02   KRISTINA NILLSON   LULEÅ UNIVERSITY OF TECHNOLOGY .....	143
233   URBAN PLANNING THEORY IN PERIPHERAL CAPITALISM .....	143
339   POST-GRADUATE STUDIES IN PLANNING IN LATIN AMERICA: RATIONALITY VS. DELIBERATION ..	143
381   FOR REFLEXIVE PLANNING AND DESIGN; USING THEATRE AND PERFORMANCE IN PLANNING AND DESIGN EDUCATION .....	144
524   ENGAGED PROFESSIONAL EDUCATION: LESSONS FROM COMMUNITY-BASED LEARNING IN AN ETHNO-NATIONALLY CONTESTED CITY .....	145
537   COMPETENCY-ORIENTED EDUCATION IN THE CONTEXT OF ENERGY POVERTY .....	145
639   TEACHING PLANNING THEORY AS A SPACE FOR DIALOGUE ... BETWEEN PLANNERS .....	146
SLOT T03.S02   ROOM V1.03   ROBERTO ROCCO, CAMILA PERRONE   TU DELFT; UNIVERSITY OF FLORENCE .....	147
21   LOCAL PLANNING INSTRUMENTS: IF ONLY WE KNEW HOW TO PLAY .....	147
38   CREATING A SPACE IN AMONGST THE NEOLIBERAL CANVAS – THE PROGRESSIVE POTENTIAL OF NEIGHBOURHOOD PLANNING.....	147
89   ACTION-BASED RESEARCH FOR THE DEVELOPMENT OF A TOOL THAT ENABLES MORE INCLUSIVE AND LEGITIMATE BOTTOM-UP SPATIAL PLANNING.....	148
932   CITIZEN PARTICIPATION AND REPRESENTATION IN URBAN PLANNING AND CULTURAL HERITAGE MANAGEMENT – THE CASE OF THE NEW NOBEL CENTRE IN STOCKHOLM.....	149
1056   SOCIO-SPATIAL IMPLICATIONS OF THE POST-METROPOLITAN TRANSITION: CONFLICTS AND TERRITORIAL TRANSFORMATIONS IN THE GREATER FLORENCE AREA.....	149
1227   THE EVOLUTION OF LATIN AMERICAN METROPOLITAN PLANNING: INSTITUTIONS, INSTRUMENTS, PROCESSES AND CULTURAL TRADITIONS .....	150
SLOT T03.S09   ROOM V1.12   CAMILLA PERRONE, LIA VASCONCELOS   UNIVERSITY OF FLORENCE; FCT-UNL .....	151

134   BRIDGING THE GAP BETWEEN CRITICAL THEORY AND EMPIRICAL STUDIES: A RELATIONAL APPROACH TO THE STUDY OF URBAN COMMONS .....	151
136   ENLARGING THE PUBLIC OF URBAN RESEARCH TO MAKE NEW SPACES OF DIALOGUE AND CITIZENSHIP .....	151
668   VALUE ADDED AS A TOOL IN PARTICIPATORY APPROACH TO URBAN REHABILITATION PROJECTS. A CASE STUDY IN YEREVAN .....	152
783   PLACES AND LOCAL WELFARE. HOW PLANNERS CAN CONTRIBUTE TO MAKE SOCIAL SERVICES MORE INCLUSIVE .....	153
1013   CIRCUITS OF URBAN POLICY MOBILITIES: RELATIONSHIPS AND THEIR INTERFERENCES .....	153
1181   CHALLENGING PERIPHERALITY THROUGH ACCESS TO THE INTERNET: SOCIO-SPATIAL PRACTICES OF THE CONNECTED RURBAN .....	154
SLOT T04.S02   ROOM GA2   MARION ROBERTS   UNIVERSITY OF WESTMINSTER.....	156
44   URBAN NIGHTSCAPES: SPATIOTEMPORAL NARRATIVES AND LIVED PERCEPTIONS, THE CASE OF NIGHTTIME LISBON .....	156
226   MOVIDA AND MANAGING DOWNTOWN REGENERATION – HOW PORTO'S NEW NIGHTLIFE INFLUENCES THE CHANGING IDENTITY AND THE PLANNING AND DESIGN OF PUBLIC SPACES .....	156
434   HEARING THE ENVIRONMENT: WAY-FINDING PERFORMANCE OF BLIND PEOPLE IN LISBON CITY CENTER.....	157
630   THE WALKABILITY AND THE VALUES OF A STREET IN BRASÍLIA .....	158
954   'SAVING' TOWN CENTRES THROUGH EXPANDING NIGHT-TIME ACTIVITIES: THE CASE OF BRIXTON, LONDON .....	158
SLOT T04.S10   ROOM GA4   SOFIA MORGADO   FA-ULISBOA .....	160
294   CHINESE PUBLIC INTEREST RETURN AFTER METROPOLIS CREATING WAVE—TAKING THE CONSTRUCTION OF SHENZHEN BAY RECREATIVE SEAFRONT IN CHINA AS AN EXAMPLE .....	160
629   PATHS TO AN URBAN REHABILITATION PROCESS IN BAIRRO ALTO AND BICA (LISBON) .....	160
780   WHAT IS AN 'ETHNIC' STREET? LAND-USE AND BUILT-FORM CHARACTERISTIC OF SUPER-DIVERSE SHOPPING STREETS IN BANKSTOWN, SYDNEY .....	161
897   REUSING HERITAGE: ACTIVIST PLANNING FOR PLACE-BASED REGENERATION PROCESSES .....	162
1020   HOW DO CONSERVATION POLICIES AFFECT THE WAY IN WHICH PEOPLE VALUE HERITAGE? ..	162
1104   RESILIENCE ASSESSMENT TOOL FOR PUBLIC SPACE REGENERATION. THE ISCHIA COASTAL ZONE CASE STUDY .....	163
SLOT T04.S18   ROOM GA5   JULIANA MARTINS   BARTLETT SCHOOL OF PLANNING, UNIVERSITY COLLEGE LONDON .....	164
86   DESIGN-LED MEGA URBAN REDEVELOPMENT IN THE GLOBAL CITY: CONTESTED URBAN DESIGN GOVERNANCE IN BARANGAROO, SYDNEY .....	164
192   URBAN PUBLIC SPACE AS A COMMON POOL RESOURCE: MANAGING PUBLICNESS THROUGH CLUBS.....	164
289   GEZI PARK OCCUPATION, THE NEO-LIBERAL CITY AND THE NEGATION OF URBAN DESIGN .....	165
642   ASSESSING THE PUBLICNESS OF 'PLANNED' PUBLIC OPEN SPACES PROGRESSIVELY: THE AU MODEL OF PUBLICNESS.....	165
820 - PUBLIC SPACE INTERVENTIONS IN LISBON'S (CONTESTED) RESURGENCE: WHO, WHAT, AND FOR WHOM?.....	166
SLOT T05.S02   ROOM V1.09   ISABEL LOUPA RAMOS   IST-ULISBOA .....	167
27   ECOSYSTEM SERVICES AND LANDSCAPE URBANIZATION. SPATIAL ASSESSMENT IN UPPER SILESIA, CENTRAL EUROPE. ....	167
194   OILANDSCAPES. AGRO-ENERGY PARKS AS POSSIBLE URBAN MODELS FOR THE THIRD INDUSTRIAL REVOLUTION.....	167
252   SPATIAL ANALYSIS OF GREEN AND GREY SYSTEMS IN THE URBAN CROSS-BORDER LANDSCAPE OF CIESZYN AND ČESKÝ TĚŠÍN, CENTRAL EUROPE.....	168
854   KNOWLEDGE-BASED GREEN INFRASTRUCTURE AND ECOSYSTEM SERVICES. ....	169
905   PLANNING OF URBAN GREEN AREAS BASED ON GIS TOOLS .....	169
1200   HOW URBAN DESIGN CAN HELP WITH FIGHTING THE SMOG CRISES FROM THE URBAN STRUCTURE'S PERSPECTIVES.....	170
SLOT T06.S02   ROOM V1.11   WIL ZONNEVELD   TU DELFT .....	171
112   PLANNING FOR ECO-URBANISATION IN CHINA: AN INTEGRATED SPATIAL FRAMEWORK.....	171
180   PROMOTING SUSTAINABLE AND INCLUSIVE DEVELOPMENT IN THE EUROPEAN REGIONS. FIRST STEPS TOWARDS A PAN-EUROPEAN TYPOLOGY. ....	171
302   SOCIO-SPATIAL CHANGES AMONG BRAZILIAN METROPOLISES BETWEEN 2000 AND 2010 .....	172

487   THE RESURRECTION OF STRATEGIC SPATIAL PLANNING IN ENGLAND AND THE EMERGENCE OF A NEW GREATER MANCHESTER 'STRUCTURE PLAN'?	173
567   INSTITUTIONAL SPACE FOR COMBINING RENEWABLE ENERGY WITH INFRASTRUCTURE NETWORKS: THE CASE OF RIJKSWATERSTAAT IN THE NETHERLANDS	173
1010   RESTRAINING SPRAWL: THE DELINEATION OF THE ANTWERP METROPOLITAN AREA	174
SLOT T06.S09   ROOM V1.14   FABIAN WENNER   TECHNICAL UNIVERSITY OF MUNICH	175
55   EASING THE TYRANNY OF DISTANCE: WHAT CAN AUSTRALIAN AIR TRANSPORT PLANNING POLICY MAKERS LEARN FROM THE EUROPEAN DIMENSION OF PLANNING?	175
646   TECHNOLOGY RESHAPING THE GEOGRAPHY: HIGH SPEED TRAIN IN TURKEY	175
694   COORDINATION OF TERRITORIAL COHESION BY EUROPEAN TERRITORIAL COOPERATION AND TRANS-EUROPEAN TRANSPORT NETWORKS - THE CASE OF CROSS-BORDER TRANSPORT	176
785   BRAIN TRAIN OR BRAIN DRAIN? EFFECTS OF HIGH SPEED RAIL ON THE SPATIAL STRUCTURE IN THE AGE OF THE KNOWLEDGE ECONOMY	177
1000   NATIONAL TRANSPORT PLANNING IN SPAIN. BETWEEN POLITICAL TACTICS AND ECONOMIC PULL.	178
SLOT T09.S02   ROOM V1.15   THOMAS DILLINGER   TU WIEN	179
227   COMPLEXITY AND ASYMMETRY WITHIN THE BORDER CITIES IN THE BASEL METROPOLITAN AREA. TOWARDS AN ANALYSIS OF RECENT SPATIAL AND ORGANIZATIONAL PROCESSES.	179
386   DANURB   DANUBE URBAN BRAND – A REGIONAL NETWORK BUILDING THROUGH TOURISM AND EDUCATION TO STRENGTHEN THE DANUBE CULTURAL IDENTITY AND SOLIDARITY	179
670   UNDERSTANDING DIFFERENCES IN THE GOVERNANCE OF MACRO-REGIONAL COOPERATION..	180
722   THE BOSNIAN SPATIAL PLANNING SYSTEM - ATTEMPT AT AN EXPLANATION.	180
SLOT T10.S02   ROOM V1.16   ROELOF VERHAGE   INSTITUT D'URBANISME DE LYON, UNIVERSITÉ LUMIÈRE-LYON-II	182
49   IS LOCAL PLANNING AN EFFECTIVE TOOL FOR MANAGING HOUSING INVESTMENT PRESSURE?..	182
126   CONTRIBUTION OF SPATIAL PLANNING TO AFFORDABLE HOUSING IN AUSTRIA.	182
408   PLANNED DISRUPTION? VIABILITY TESTS AND THE SUPPLY OF AFFORDABLE HOUSING IN LONDON.	183
436   NEW MECHANISMS OF INTERVENTION IN THE EXISTING CITY: RECUALIFYING THROUGH DEGROWTH. OBJECTIVE: A RESILIENT CITY THROUGH A CIRCULAR URBAN PLANNING.	183
961   TOWARDS INTEGRATED APPROACH TO URBAN POLICY: INSIGHTS FROM THE URBAN DEVELOPMENT SUPPORT SCHEME IN GERMANY	184
1077   PROGRESSIVE CONVERGENCE BETWEEN PRIVATE AND PUBLIC INITIATIVES IN CITY PLANNING AND URBAN POLICY: THE CASE STUDY OF KERAMEIKOS	185
SLOT T12.S01   ROOM V1.23   PIOTR LORENS   GDANSK TECHNICAL UNIVERSITY	186
808   BOUNCING BACK OR FORWARDS? THE RECOVERY OF COMMUNITY BASED TOURISM AFTER DISASTERS	186
935   THE SPECTACLE OF THE BRAZILIAN URBAN SPACE FOR TOURISM AND ITS CONTRADICTIONS..	186
1006   A PARTICIPATORY APPROACH FOR THE DEVELOPMENT OF FUTURE TOURISM VISIONS	187
1066   THE MULTIVALENT RELATIONSHIP BETWEEN CITY MARKETING AND URBAN TOURISM: THE ELABORATION OF THE STRATEGIC CITY MARKETING PLANS FOR KOZANI AND LARISA	188
1259   ANALYZE OF SOUTH GEORGIAN HEALTHCARE TOURISM CLUSTER COMPARING WITH GERMAN AND HUNGARIAN EXAMPLES OF THE REGIONAL PLANNING OF RESORT CITIES	188
SLOT T13.S02   ROOM V1.24   CAREY CURTIS   CURTIN UNIVERSITY	190
69   ON ACCESS AND POLLUTION: AN (UN)EVEN DISTRIBUTION OF AGGLOMERATION'S BENEFITS AND COSTS	190
109   HOW URBAN TRANSPORT SYSTEMS SUPPORT INDIVIDUAL CAPABILITIES: RECONSIDERING BOGOTÁ'S TRANSMILENIO FROM THE PERSPECTIVE OF ACCESSIBILITY	190
861   THE CHALLENGE OF MOBILITY IN URBAN PLANNING AND REGENERATION IN AN AGING SOCIETY: THE CASE OF JAPAN.	191
1246   MEASURING CENTRAL HUMAN CAPABILITIES IN TRANSPORT AS A COMPLEMENTARY METHOD FOR APPRAISING TRANSPORT PROJECTS IN THE CONTEXT OF SANTIAGO DE CHILE	192
SLOT T15.S02   ROOM V1.25   DAVID EVERS   PBL NETHERLANDS ENVIRONMENTAL ASSESSMENT AGENCY	193
36   THE SUBSTANTIVE IMPACT OF A PROCEDURAL RULE: THE CASE OF THE DUTCH 'LADDER' FOR SUSTAINABLE URBANIZATION	193
59   GOVERNING BY CONTRACT: SECTION106 AGREEMENTS, PLANNING OBLIGATIONS, AND THE POLITICS OF URBAN DEVELOPMENT	193

338   THE GAP BETWEEN PLANNING AND REALITY: THE EVALUATION OF COMMERCIAL LAND USE PLANNING IMPLEMENTATION IN KAOHSIUNG CITY, TAIWAN .....	194
553   PERIURBAN LANDSCAPES- LEGAL NO MAN'S LAND? .....	194
910   THE ROLE OF PRIVATE AND PUBLIC STAKEHOLDERS ON STATUTORY PLANNING FUNCTIONING IN POLAND. CASE OF POWIŚLE IN WARSZAWA .....	195
SLOT T15.S10   ROOM V1.26   FRANCESCO CHIODELLI   GRAN SASSO SCIENCE INSTITUTE .....	197
81   CORRUPTION AND ORGANIZED CRIME IN THE FIELD OF URBAN PLANNING .....	197
232   INSTITUTIONAL INNOVATION OF URBAN REGENERATION IN CHINA: A COMPARATIVE STUDY OF SHANGHAI, SHENZHEN AND GUANGZHOU.....	197
332   BETWEEN STATE 'STATIC' PLANNING & PRIVATE 'FLEXIBLE' PLANNING: ANALYSIS OF PLANNING REGULATIONS AND TOOLS; THE CASE OF LEBANESE UNION OF MUNICIPALITIES .....	198
352   NON-COMPLIANCE WITH PLANNING LAWS IN OECD COUNTRIES: THE CASE OF PORTUGAL AND ISRAEL.....	198
526   ZEIS: URBAN POLICY INSTRUMENT IN A DIVIDED SOCIETY .....	199
SLOT T17.S02   ROOM V1.27   ELISABETE SILVA   UNIVERSITY OF CAMBRIDGE .....	200
606   THE BENEFITS OF EMPLOYING STIGMERGIC SIGNALS TO GUIDE VIRTUAL DECISION-MAKING: A COMPLEX SYSTEMS APPROACH.....	200
827   AN ECOSYSTEM SERVICES BASED ENVIRONMENTAL SUSTAINABILITY ASSESSMENT TOOL FOR LAND USE PLANS .....	200
869   SIMULATING THE URBAN GROWTH IMPACTS OF A SPATIAL PLAN WITH CELLULAR AUTOMATA: EVIDENCE FROM THE ASHANTI REGION OF GHANA .....	201
1035   OPERATIONAL RESEARCH IN SPATIAL PLANNING .....	203
1275   THE METHOD OF PREPARING LAND CAPACITY ANALYSIS USING GIS TOOLS. A CASE STUDY FOR WARSAW CITY .....	203
SLOT T18.S02   ROOM V1.08   WARD RAUWS   UNIVERSITY OF GRÖNINGEN.....	205
261   PLANNING IN POST-COMMUNIST CITY: THROUGH FLEXIBLE PLANNING TO NATURAL GROWTH AND DEVELOPMENT.....	205
275   CONCEPTUALIZING SELF-ORGANIZATION IN URBAN PLANNING: TURNING DIVERGING PATHS INTO CONSISTENCY .....	205
658   REGIONAL RESILIENCY: EXPLORING THE EMERGENCE AND RESILIENCY OF TWO REGIONAL INITIATIVES IN THE NETHERLANDS.....	206
712   ECOLOGIES: COMPLEX PRODUCTIVE CONFIGURATIONS .....	207
718   ADAPTIVE PLANNING FOR URBAN TRANSFORMATION. DEVELOPING A FRAMEWORK FOR SETTING CONDITIONS THAT GUIDE SPATIAL CHANGE.....	207
1152   REFUGEE FLOWS, CRISIS AND SELF-ORGANIZATION IN ISTANBUL AND TURKEY .....	208
SLOT T19.S02   ROOM V1.07   ADRIANA GALDERISI   UNIVERSITY OF CAMPANIA LUIGI VANVITELLI.....	209
262   LIVING THE CLIMATE RESILIENT CITY—HANGZHOU'S FIVE WATER CO-LEAD STRATEGY .....	209
363   RESILIENCE THROUGH A METHODOLOGY TO PLANNING GREEN INFRASTRUCTURE IN DEFENSE FROM RISKS .....	209
449   CLIMATE CHANGE ADAPTATION MEASURES FOR ITALIAN COASTAL CITIES .....	210
649   FACING CLIMATE CHANGE – ADAPTATION PLANNING AND DIALOG STRATEGIES FOR RESILIENT CITIES .....	210
756   CLIMATE RESILIENT LAND-USE PLANNING: THEORETICAL AND METHODOLOGICAL CHALLENGES .....	211
770   STRATEGIES FOR A CLIMATE-ADAPTIVE REGENERATION OF URBAN AREAS: NATURE-BASED SOLUTIONS FOR RESILIENT CITIES .....	212
SLOT T21.S02   ROOM C9   PETER ACHE   RADBOUD UNIVERSITY NIJMEGEN.....	213
85   GRAND CHALLENGES, ACADEMIC DISCOURSE, AND PROFESSIONAL EDUCATION: SURVEYING PRESENT AND FUTURE FROM AN AUSTRALASIAN PERSPECTIVE.....	213
647   UNRAVELING TECHNIQUES OF FUTURING: A CONCEPTUAL FRAMEWORK AND TWO TRANSDISCIPLINARY EXPERIMENTS.....	213
<b>12 JULY   09:00AM .....</b>	<b>215</b>
SLOT T01.S03   ROOM V0.03   JOÃO CABRAL   FA-ULISBOA.....	215
23   URBAN ABANDONMENT AND QUASI-PUBLIC SPACE: A NEW LEFEBVRIAN PERSPECTIVE .....	215
425   HENRI LEFEBVRE AND URBANISM CRITICISM.....	215
531   HOW TO GO FURTHER ON PLANNING THEORY? .....	216
534   A SPATIAL AGENDA OF EQUAL LIFE CHANCES.....	217
1110   SPATIAL JUSTICE: SEMIOSIS, RULE OF PERTINENCE, AND SOCIAL REALITY .....	217

SLOT T01.S11   ROOM V0.04   TORE ØIVIN SAGER   NORWEGIAN UNIVERSITY OF SCIENCE AND TECHNOLOGY.....	219
53   ESSEX SCHOOL OF DISCOURSE ANALYSIS: A LOGIC-BASED APPROACH TO ONTOLOGICAL INVESTIGATION OF PLANNING .....	219
295   HOW SPATIAL PLANNING METAPHORS BECOME ESTABLISHED: THE EXAMPLE OF SYDNEY'S 'GLOBAL ARC'.....	219
382   CROSS-LINGUISTIC TRANSITION OF PLANNING CONCEPTS - A CASE STUDY OF ECOCITY FROM ENGLISH TO CHINESE .....	220
511   BETWEEN RHETORIC AND REALITY: THE ENTANGLED FRAMEWORK OF SOFT VERSUS STATUTORY PLANNING VIEWED FROM THE PORTUGUESE CASE .....	222
840   WHAT DO PLANNERS DO? ANALYSING HOW PLANNERS CONSTRUCT PRACTICAL JUDGEMENTS.....	222
SLOT T02.S03   ROOM V1.02   ARTUR ROSA PIRES   UNIVERSIDADE DE AVEIRO .....	224
222   INVESTIGATING COLLABORATIVE WORKING AMONGST BUILT ENVIRONMENT PROFESSIONALS TO DEVELOP A NEW PLANNING COURSE .....	224
596   A FRAMEWORK FOR DYNAMIC TRANSPORT PLANNING EDUCATION .....	224
1034   TEACHING AND LEARNING TRANSPORT IN EU UNIVERSITIES: A CRITICAL REVIEW OF APPROACHES AND CURRICULUM DESIGN.....	225
1217   URBAN DESIGN STUDIO AS A CRITICAL LEARNING SPACE WITHIN ARCHITECTURE CURRICULUM: A VIEW FROM PROJECTO 5.....	226
1273   URBANISM FOR ALL. A SCIENTIFIC COMMUNICATION AND DISSEMINATION PROJECT. ....	226
SLOT T03.S03   ROOM V1.03   CAMILLA PERRONE, LIA VASCONCELOS   UNIVERSITY OF FLORENCE; FCT-UNL .....	228
70   CLOSED PLANNING PROCEDURES AS INSTRUMENTS FOR OPEN COLLABORATIVE LEARNING? A RETROACTIVE ANALYSIS OF THREE PLANNING PROCESSES RELYING ON CHAT.....	228
483   CITIES WITHOUT HOUSES: THE RIGHT TO THE CITY AND THE STRUGGLE TO INHABIT PALERMO.....	229
594   THE RESTRUCTURING OF THE ROBERTO FREIRE AVENUE IN NATAL / RN / BRAZIL: AN ANALYSIS OF POPULAR PARTICIPATION AND RIGHT TO THE CITY.....	229
1136   CREATING PLACES IN THE GREECE OF CRISIS: THE CASE OF THESSALONIKI .....	230
1153   METROPOLITAN PLANNING: AN ACADEMIC EXPERIENCE .....	230
1284   REFUGEES AS NEIGHBOURS? THE POLICY OF „WELCOME IN THE EAST GERMAN PERIPHERY .	231
SLOT T04.S03   ROOM GA2   SVERRE BJERKESET   OSLO SCHOOL OF ARCHITECTURE AND DESIGN.....	232
570   PUBLIC SPACE AS A MEETING PLACE: A SQUARE AND PEDESTRIAN STREET IN OSLO EXPLORED .....	232
1112   BLINDNESS AND SPACE ARCHITECTURE PERCEIVED BY A BLIND MAN.....	232
1280   PLANNING FOR CREATING A PEACE PARK; PEACE PARK BETWEEN TURKEY AND GEORGIA AS CASE STUDY .....	233
SLOT T04.S11   ROOM GA4   SOFIA SANTOS   FEDERAL UNIVERSITY OF ESPÍRITO SANTO.....	234
45   PUBLIC SPACES IN ARAB TOWNS IN ISRAEL: FROM TRADITION TO MODERNITY.....	234
288   STUDY ON THE RENEWAL OF TRADITIONAL COMMUNITIES IN THE URBAN-RURAL CONCURRENT BUSINESS BEHAVIOR—A CASE OF GUOYANG COMMUNITY, BAISE .....	234
331   THE ATHENS DIALOGUES ON DIGNITY: DECODING URBAN TYPO-MORPHOLOGICAL FEATURES. ....	235
412   THE SIGNIFICANCE AND MAINTENANCE OF SMALL URBAN SPACES .....	235
1069   REPRESENTATION OF TERRITORIAL HERITAGE & DEVELOPMENT: CONJECTURED MAPPING TO UPDATE PORTUGUESE POSTULATES OF CITY-MAKING IN SÃO MATEUS, ES, BRAZIL .....	236
SLOT T04.S19   ROOM GA5   DANENBERG   KTH ROYAL INSTITUTE OF TECHNOLOGY.....	237
95   ACCESS TO FRESH FOODS IN MUMBAI, INDIA: A DIFFERENT CULTURE.....	237
303   THE DISARTICULATED CITY: INTENSIFICATION, LARGE-SCALE PROJECTS AND STREET CHARACTER IN BEIRUT .....	237
758   FROM INFORMAL TO FORMAL PUBLIC SPACE: THE SECTORAL TRANSFORMATION OF TACTICAL URBANISM MOVEMENT IN SAN FRANCISCO'S PAVEMENT TO PARK'' .....	238
879   THE IMPACT OF INTERNATIONALLY URBAN CULTURE IN REDESIGNING AND RECLAIMING LOCAL PUBLIC SPACES .....	238
1021   MAIN STREET AS OPPORTUNITY FOR ETHNIC ENTREPRENEURSHIP .....	239
SLOT T04.S25   ROOM GA1   SABINE KNIERBEIN   TU WIEN.....	240
492   CITY UNSILENCED - PUBLIC SPACE AND URBAN DEMOCRACY ON TRIAL.....	240
502   PARTICIPATION ROUNDTABLE CITY UNSILENCED - PUBLIC SPACE AND URBAN DEMOCRACY ON TRIAL .....	240



719   EVERYDAY NATIONALISM AND URBAN CULTURE – NORMALIZING NATIONALIST REPRESENTATIONS, DISCOURSES AND PRACTICES IN PUBLIC SPACE .....	241
SLOT T05.S03   ROOM V1.09   STEPHAN PAULEIT   TECHNICAL UNIVERSITY OF MUNICH .....	242
116   STAKEHOLDERS' CONCERNS OVER THE MANAGEMENT PLANS OF ROMANIA'S NATURAL PROTECTED AREAS.....	242
129   FROM GREEN BELT TO GREEN INFRASTRUCTURE.....	242
154   PARTICIPATORY PLANNING OF URBAN GREEN INFRASTRUCTURE. A SOCIAL NETWORK ANALYSIS FOR SUSTAINABLE DEVELOPMENT .....	243
650   PARTICIPATIVE APPROACH FOR DEVELOPING NATIONAL LEVEL GREEN INFRASTRUCTURE POLICY; A REFLECTION ON SLOVENIAN SPATIAL DEVELOPMENT STRATEGY .....	243
930   NEW APPROACHES TO MAINTAINING ROLE OF THIRD SECTOR IN DELIVERING GI: EXPERIENCE FORM THE NORTH WEST OF ENGLAND.....	244
1064   COMPARING PATTERNS OF USE AND PERCEPTIONS OF BIODIVERSITY IN URBAN GREEN SPACES IN LISBON AND BERLIN: A PARTICIPATORY MAPPING APPROACH.....	244
SLOT T06.S03   ROOM V1.11   GIANCARLO COTELLA   POLITECNICO DI TORINO.....	246
73   SPATIAL PLANNING AND GOVERNANCE IN PROVINCIAL CHINA: A CASE STUDY OF JIANGSU REGION ALONG YANGTZE RIVER PLAN.....	246
186   PLANNING FOR A SUSTAINABLE SHORELINE DEVELOPMENT - PERSPECTIVES ON NORWEGIAN COASTAL PLANNING .....	246
493   INTRODUCING BUSINESS REGIONS IN DENMARK: TOWARDS A NEW PLANNING CULTURE? .....	247
565   THE SEARCH OF TERRITORIAL COHESION IN A BRAZILIAN FRAGMENTED ADMINISTRATIVE REALM: A SENSITIVE PERSPECTIVE .....	247
636   POLITICAL ARENAS AND INSTITUTIONAL ARRANGEMENTS FOR FORMULATION OF REGIONAL DEVELOPMENT PROPOSALS IN BRAZIL: AN ANALYSIS OF CONTEMPORARY EXPERIENCES.....	248
SLOT T07.S01   ROOM V1.12   ISABEL RAPOSO   FA-ULISBOA.....	250
84   THE RIGHT TO THE CITY FOR REFUGEES AMID A EUROPEAN CRISIS: AN EXPLORATORY PERSPECTIVE.....	250
357   NEW LOCAL PLANNING CHALLENGES: THE REFUGEE RECEPTION PROGRAM OF THE CITY OF LISBON (PMAR LX).....	250
456   DEATHSCAPES AND DIVERSITY: PLANNING FOR MINORITIES' AND MIGRANTS' BODILY REMAINS, RITUAL AND REMEMBRANCE PRACTICE .....	251
475   NEGOTIATING DIVERSITY – IMMIGRANTS' SETTLEMENTS AND NEIGHBORHOOD CHANGES .....	252
663   THE CITY AS A PLACE FOR REFUGE AND JUSTICE? REFUGEE'S DECENTRALIZED RESETTLEMENT MODEL AND THE BORDERS WITHIN THE CITY. A PORTUGUESE CASE STUDY.....	252
1279   IMMIGRANTS AS AGENTS OF URBAN TRANSFORMATION: TESTING NEW TYPOLOGIES AND NEW BRIDGES BETWEEN CONCEPTS AND EMPIRICISM .....	253
SLOT T08.S01   ROOM V1.14   PANTOLEON SKAYANNIS   UNIVERSITY OF THESSALY .....	254
71   EVALUATING REFORMS OF FEDERALISM AND THE SPENDING AND REVENUE SHARING SYSTEM .....	254
149   OVERCOMING RESOURCE SCARCITY BY IMPLEMENTING STRATEGIC PLANS THROUGH PROJECTS: A LUXURY OR A NECESSITY FOR URBAN REGIONS? .....	254
740   ANALYSIS OF CALIFORNIA'S INDUSTRIAL ECOSYSTEM: STRATEGIES FOR INCREASING COMPETITIVENESS OF THE MANUFACTURING SECTOR.....	255
852   SPATIAL PATTERN ANALYSIS OF MIXED-USE AND VERTICALIZED URBAN MANUFACTURING INDUSTRY IN THE SEOUL METROPOLITAN AREA, SOUTH KOREA .....	256
929   THE EFFECTS OF ENTREPRENEURIAL ACTIVITIES ON EMPLOYMENT CREATION ACROSS THE 26 NUTS II REGIONS OF TURKEY.....	256
1014   PRIORITIZATION OF THE LOCAL ECONOMIC DEVELOPMENT FACTORS: TR41 AND TRC1 NUTS II REGIONS IN TURKEY .....	257
SLOT T09.S03   ROOM V1.15   PAULO CORREIA   ULISBOA .....	259
163   GEOGRAPHIES OF EUROPEAN (DIS)INTEGRATION.....	259
164   PLACE-BASED APPROACH AND SOFT SPACE IN THE EU TERRITORIAL DEVELOPMENT CONTEXT: ATTEMPT OF A COMPARISON.....	259
198   THE AMBIVALENT EFFECTS OF CROSS-BORDER INTEGRATION ON SPACE AND THE NEED FOR MORE RESILIENT PLANNING STRATEGIES. THE EXAMPLE OF THE GREATER REGION .....	260
356   THE UNDERESTIMATED RELATION OF PLANNING AND GOVERNANCE – INTRODUCTION TO A COMPLEX COHESION FOCUSED CROSS-BORDER PLANNING AND GOVERNANCE APPROACH.....	260
379   THE ROLE OF ARTS FESTIVALS IN THE EUROMETROPOLIS LILLE-KORTRIJK-TOURNAI: BRIDGING GAPS IN THE FRENCH-BELGIAN CROSS-BORDER METROPOLIS.....	261

792   CROSS BORDER COOPERATION IN WESTERN BALKANS- A COMPARATIVE ANALYSIS OF CROSS BORDER EXPERIENCES BETWEEN ALBANIA-KOSOVO AND ALBANIA-GREECE.....	262
SLOT T10.S03   ROOM V1.16   DIOGO MATEUS   ULHT.....	263
587   PROPERTY DEVELOPMENT AND CITIZEN INVOLVEMENT IN URBAN REGENERATION: AND NEVER THE TWAIN SHALL MEET? .....	263
593   COLLABORATIVE HOUSING SHAPING NEW FORMS OF URBAN REGENERATION: AN ITALIAN APPROACH, THE CITY OF TURIN.....	263
615   INNOVATION MANAGEMENT TECHNOLOGY STANDARDS AS A TOOL FOR PARTICIPATORY STRATEGIES IN URBAN REGENERATION OF PREFABRICATED HOUSING ESTATES.....	264
720   THE GOVERNANCE OF SELF-BUILD HOUSING IN THE NETHERLANDS.....	265
987   ZONING IN GERMANY AND BELGIUM PROVIDING A FRAMEWORK FOR SELF-BUILT HOUSING – LESSONS TO LEARN FOR HOUSING DEVELOPMENT IN ENGLAND?.....	265
1186   PARTICIPATORY PLANNING: THE ROLE OF NGOS IN NEIGHBOURHOOD REGENERATION IN RIGA .....	266
SLOT T11.S02   ROOM V1.23   PIERRE LACONTE   FOUNDATION FOR THE URBAN ENVIRONMENT.....	267
414   RETHINKING COMMUNITY PLANNING FOR WELL-BEING OUTCOMES? .....	267
674   HEALTHY CITY PROJECT IN LOCAL PLANNING: STRATEGIES AND ACTIONS IN LISBON METROPOLITAN AREA, PORTUGAL.....	267
1038   WORLD EXHIBITION AS A TOOL FOR THE PROMOTION OF HEALTHY AND LIVEABLE CITIES: CASE STUDY MILAN, ITALY .....	268
1076   SUSTAINABLE MOBILITY AND PHYSICAL ACTIVITY: URBAN INTERVENTIONS IN TRIKALA, GREECE AND ECONOMIC IMPACT APPRAISAL USING HEAT/WHO.....	269
SLOT T13.S03   ROOM V1.24   CECÍLIA SILVA   FEUP.....	270
182   INTEGRATION OF LAND USE AND TRANSPORT AT THE LOCAL SCALE: EVALUATING THE INTEGRATION OF THE SUBWAY STATION AREAS IN LISBON.....	270
206   EVALUATING JOB ACCESSIBILITY OF TRANSIT ORIENTED DEVELOPMENT AREAS IN BEIJING .....	270
451   INTEGRATED SPATIAL AND TRANSPORT DEVELOPMENT IN EUROPE: THE EXAMPLES OF TWO EUROPEAN CORRIDORS.....	271
925   CAN A NEW RAILWAY TRACK BE USED TO FOSTER SMART URBAN AND REGIONAL DEVELOPMENT?.....	271
1024   METHODOLOGICAL CITYISM IN THE URBAN PERIPHERY: EXAMINING SCHEMES FOR TRANSIT-ORIENTED DEVELOPMENT (TOD).....	272
SLOT T15.S03   ROOM V1.25   JOOST TENNEKES   PBL NETHERLANDS ENVIRONMENTAL ASSESSMENT AGENCY .....	273
359   UNDERSTANDING PUBLIC FUNDED REAL ESTATE .....	273
580   AN ANALYSIS OF THE FACTORS INFLUENCING TRANSACTION COSTS IN TRANSFERABLE DEVELOPMENT RIGHTS PROGRAMS .....	273
627   COMPULSORY PURCHASE, CONDITIONAL LEGAL AGREEMENTS AND URBAN PROPERTY DEVELOPMENT IN ENGLAND AND WALES.....	274
766   COMPARISON OF TWO URBAN DEVELOPMENT'S MODELS AND REDEFINITION OF URBAN PLANNERS' ROLE-- A CASE OF YUZHONG DISTRICT, CHONGQING, CHINA.....	274
SLOT T15.S11   ROOM V1.26   ADAM SHEPPARD   UWE BRISTOL.....	276
178   EVALUATION OF THE INSTITUTIONAL FRAMEWORK AND POLICIES OF SPATIAL PLANNING IN GREECE .....	276
536   PLANNING AND PROPERTY RIGHTS IN POST LIBERALISM AND POST-REALISM.....	276
554   NEVER MIND THE QUALITY, FEEL THE WIDTH .....	277
1080   THE EFFECT OF LEGISLATIVE FRAMEWORK IN CONSERVATION PRACTICES: EXAMPLE OF TURKEY .....	278
1107   AFFORDABLE HOUSING IN VIENNA: THE NEW ZONING CATEGORY "RESIDENTIAL BUILDING DESERVING PROMOTION".....	278
SLOT T17.S03   ROOM V1.27   ANA CLARA MOURA   UNIVERSIDADE FEDERAL DE MINAS GERAIS.....	280
611   URBAN ECONOMIC ACTIVITY THROUGH GOOGLE PLACES. PATTERNS AND MORPHOLOGIES OF A TOURIST CITY.....	280
971   URBAN PLANNING, PUBLIC PARTICIPATION AND DIGITAL TECHNOLOGY: APP DEVELOPMENT AS A METHOD OF GENERATING CITIZEN INVOLVEMENT IN LOCAL PLANNING PROCESSES.....	280
993   ENABLING YOUTH GEOGRAPHIES IN THE DIGITAL SMART CITY.AN ACTION-RESEARCH APPROACH .....	281
1043   SOCIAL MEDIA GEOGRAPHIC INFORMATION IN SPATIAL PLANNING.....	282

SLOT T18.S03   ROOM V1.08   WARD RAUWS   UNIVERSITY OF GRONINGEN.....	283
181   HOW TO APPROACH URBAN COMPLEXITY, DIVERSITY AND UNCERTAINTY WHEN INVOLVING STAKEHOLDERS INTO THE PLANNING PROCESS .....	283
197   UNTANGLING MULTI-SECTOR GOVERNANCE STRATEGIES WITH EVOLUTIONARY GAME THEORY .....	284
255   OF AUTOMATA AND POLICIES.....	284
267   STUDY ON SUITABLE MODE OF URBAN SPATIAL FORM IN NORTHERN SHAANXI COUPLING WITH FRACTAL LANDFORM OF LOESS PLATEAU .....	285
959   DIVERSITY AND COMPLEXITY OF THE NEW URBAN TERRITORIES, THE RELATIONSHIP BETWEEN THE PROCESS OF SUB-URBANIZATION AND THE CHARACTER OF URBAN DESIGN .....	285
1288   DIMENSIONING OF MATRIX OF URBAN STRUCTURES COMPLEXITY- FUNCTIONAL PARADIGM ..	286
SLOT T19.S03   ROOM V1.07   RICHARD SLIUZAS   UNIVERSITY TWENTE .....	287
111   SOCIAL RESILIENCE AND NATURAL HAZARDS - ANALYZING MULTIPLE SOCIAL LEVELS OF ORGANIZING FOR RESILIENCE IN THE CONTEXT OF RISK GOVERNANCE AND PLANNING .....	287
572   THE SPATIAL DISTRIBUTION OF URBAN HEAT VULNERABILITY AND COPING STRATEGIES IN BEIJING.....	287
586   THE ROLE OF THE PRIVATE SECTOR AND CITIZENS IN URBAN CLIMATE CHANGE ADAPTATION PLANNING: EVIDENCE FROM A GLOBAL ASSESSMENT OF LARGE CITIES.....	288
729   THE POLITICAL DIMENSION OF EARTHQUAKES .....	289
876   THE PROFILE OF RISK GOVERNANCE IN MUNICIPAL PLANNING IN PORTUGAL .....	289
1289   PARTICIPATORY MODELLING TO SUPPORT GROUP DECISION MAKING PROCESSES IN CLIMATE RESILIENT URBAN DESIGN .....	290
SLOT T20.S01   ROOM C11   SOFIA MORGADO   FA-ULISBOA .....	291
97   LOOKING FOR INDUSTRIAL HERITAGE: THE CASE OF BOVISA, MILAN (ITALY) .....	291
574   THE IMPACT OF PLANNING AND GOVERNANCE REFORM ON INDUSTRIAL HERITAGE VALUES THE CASE OF RDM, ROTTERDAM.....	291
657   WHEN THE ACADEMY BECAME PART OF THE NON-PART .....	292
784   THE VISIBILITY OF AFRICAN BRAZILIAN CULTURE IN THE TOURISTIC CENTRE IN SALVADOR DE BAHIA AS SOCIAL RESISTANCE .....	292
787   URBAN CULTURAL PRODUCTION IN THE AGE OF AUSTERITY: LESSONS FROM BARRIERA, TURIN (ITALY) .....	293
SLOT T21.S03   ROOM C9   PETTER NAESS, PETER ACHE   .....	294
139   RESEARCH ON THE RELATIONSHIP BETWEEN SPACE OF PLACES AND SPACE OF FLOWS - EMPIRICAL ANALYSIS BASED ON GLOBAL SCALE AND LOCAL SCALE .....	294
533   THE RIGHT TO THE CITY IN TIMES OF BIOPOLITICS - TACTICAL URBANISM IN A TRANSITION PROGRAM .....	294
777   LABBING THE FUTURE? TRANSFORMING CITIES BY CREATING URBAN LIVING LABS .....	295
1055   GREEN GROWTH AND TRANSFORMATION TO SUSTAINABILITY: SUPPLEMENTATION OR CONTRADICTION? .....	295
1183   LONG-TERM VISION-BUILDING THROUGH GAME EXPERIMENTS: THE CASE OF CLIMATE CHANGE .....	296
<b>12 JULY  11:15AM</b> .....	297
SLOT T01.S04   ROOM V0.03   TERESA FIDÉLIS   UNIVERSIDADE DE AVEIRO .....	297
19   PLANNING INACTION: BETWEEN COLLECTIVE BEHAVIOUR AND GROUP ACTION.....	297
497   THE CRITIQUE OF EVERYDAY LIFE AND POST-POSITIVIST PLANNING.....	297
620   HUMAN DIGNITY, TALL OR SMALL. WHERE WILL PLANNING THEORY GO? .....	298
672   EXPLORING THE ZONING AND LAND USE MISMATCH – AN EX-POST EVALUATION OF A DETAILED PLAN IN A LAND READJUSTMENT AREA IN TAINAN.....	299
818   SYSTEMATIC SHARING OF EXPERIENCES AND KNOWLEDGE OBTAINED IN PILOT PROJECTS .....	299
838   MUNICIPAL FUNDING TOOL AND DEVELOPMENT PROCESS .....	300
SLOT T01.S12   ROOM V0.04   ALESSANDRO BALDUCCI   POLITECNICO DI MILANO .....	301
284   INCLUSIVE PLACE-BASED LEADERSHIP - A NEW BEACON FOR PLANNING THEORY, EDUCATION AND PRACTICE .....	301
457   REMEMBERING THE FUTURE: NEW CEMETERIES, POSTPOLITICS AND THE PARADOX OF PLANNING FOR HETEROTOPIC SPACE.....	301
874   THE COLLECTIVE OF ARCHITECTS. PORTRAIT OF AN EMBLEMATIC ACTOR OF OUR AGE. ....	302
917   BRIDGING GAPS AND UNCOVERING SYSTEMS OF MEANING: SPATIAL PLANNING AS CULTURAL ACTION. ....	302

1111   URBAN PLANNING WITHIN THE CHALLENGES OF TRICKY WORDS .....	304
SLOT T02.S04   ROOM V1.02   ARTUR ROSA PIRES   UNIVERSIDADE DE AVEIRO .....	305
100   PROCESS-ORIENTATED LEARNING AS KEY ASPECT IN DEALING WITH UNCERTAINTY: EXPERIMENTAL TEACHING METHODS IN HIGHER EDUCATION IN SPATIAL PLANNING .....	305
384   MIKROAKADEMIE - BROADENING THE TEACHING CURRICULUM AND ENHANCING PARTICIPATION AND SELF-LEARNING. ....	305
796   USING BOUNDARY OBJECTS TO MAKE STUDENTS BROKERS ACROSS DISCIPLINES: A DIALOGUE BETWEEN STUDENTS AND THEIR LECTURERS ON BERTOLINI'S NODE-PLACE-MODEL.....	306
825   TRANSDISCIPLINARY APPROACH IN URBAN PLANNING AND PROBLEM-BASED LEARNING AS A TEACHING PARADIGM .....	307
983   REFLECTIONS ON THE DESIGN OF SPACES FOR DIALOGUE IN PLANNING EDUCATION.....	309
SLOT T03.S04   ROOM V1.03   CAMILLA PERRONE, ROBERTO ROCCO   UNIVERSITY OF FLORENCE; TU DELFT .....	310
301   SOCIO-SPATIAL JUSTICE: THE SOCIAL STRUGGLE FOR THE ACCESS TO BASIC RIGHTS SUCH AS HOUSING OR SUPPLIES IN SPAIN.....	310
916   OPENING DIALOGICAL SPACES THROUGH SCIENTIFIC RESEARCH. WHEN THE MEMBERS OF A FISHING COMMUNITY BECOME RESEARCHERS OF THEIR OWN PRACTICES.....	310
927   CONSENSUS BUILDING BETWEEN STAKEHOLDERS WITH CONFLICTING INTERESTS: LESSONS FROM KALARANNA, TALLINN, AND MEZAPARK, RIGA .....	311
949   THE PRODUCTION OF COMMON SPACES IN BUILDINGS OF VILA VIVA AT 'AGLOMERADO DA SERRA', BRAZIL.....	311
1092   HETEROTOPIA AS THE COLLECTIVE PRODUCTION OF URBAN COMMON SPACE; THE CASE OF KUĞULU PARK .....	312
SLOT T04.S04   ROOM GA2   FATMA TANIS   DELFT UNIVERSITY OF TECHNOLOGY .....	314
297   E-CAMPUS SPACE--REVISITING THE LIFE AND DEATH OF THE CAMPUS URBAN LIFE .....	314
369   REGENERATION STRATEGY AND EVALUATION OF SHANGHAI HUANGPU RIVER UNDER THE BACKGROUND OF TRANSFORMATION AND DEVELOPMENT.....	314
1105   THE COLLECTIVE SPACES SYSTEM IN COASTAL AREAS PLANNING – THE IMPORTANCE OF BUILDING A THEORETICAL FRAMEWORK OF EVALUATION OF THE APPROACH OF DIFFERENT.....	315
1269   RE-THINKING ISTANBUL'S WATERFRONTS: HALICPORT AND GALATAPORT PROJECTS.....	316
1274   NARRATIVE AS A TOOL FOR DIALOGUE BETWEEN PAST AND FUTURE OF A PORT CITY.....	316
SLOT T04.S12   ROOM GA4   RENATE BORNBERG   TU WIEN .....	318
270   MULTI-CULTURAL URBAN DESIGN FOR INCLUSIVE CITIES. SOME IDEAS FOR INTEGRATION OF MINORITIES.....	318
464   VILLAGE IN THE CITY IN CHINA AS PRODUCT OF POPULATION STRATIFICATION AND SOCIAL RELATIONSHIP REPRODUCTION-CASE OF JIANGDONG VILLAGE IN NANJING .....	318
703   A COMPARATIVE ANALYSIS OF URBAN DESIGN DECISION-MAKING ACROSS THE UK.....	319
735   THE POWER OF PLACES IN TIMES OF CHANGE: STORIES FROM THE CITY OF PORTO.....	320
1184   NEW PUBLIC PLACES FOR A BETTER URBAN LIFE .....	320
1236   THE INCLUSIVENESS OF SHARED SPACE: A REVIEW FROM AN INTERACTION BASED PERSPECTIVE.....	321
SLOT T04.S20   ROOM GA5   CEREN SEZER   DELFT UNIVERSITY OF TECHNOLOGY .....	322
365   THE ELDERLY IN A POST-SOCIALIST CITY: REMARKS FROM LODZ IN POLAND .....	322
426   MULTI-SCALAR MEASURES OF URBAN DENSITIES.....	322
504   WHEN TRADITIONAL AND CREATIVE INDUSTRIES BLEND: A CASE-BASED DISCUSSION OF THE IMPLICATIONS FOR URBAN DESIGN. ....	323
708   CULTURAL VISIBILITY AND PLACE QUALITY .....	324
931   URBAN FORM, URBAN LAYOUT AND URBAN CULTURE. ON THE PORTUGUESE CITY PRODUCTION PROCESS .....	324
SLOT T05.S04   ROOM V1.09   ANNA HERSPERGER   SWISS FEDERAL RESEARCH INSTITUTE OF FOREST, SNOW AND LANDSCAPE, WSL .....	326
67   THE POTENTIAL USE OF GREEN INFRASTRUCTURE IN THE REGENERATION OF BROWNFIELD SITES: THE CASE OF OSAKA BAY AREA IN JAPAN .....	326
82   FROM WASTE LAND TO GREEN INFRASTRUCTURE: INTEGRATING SOIL RECONVERSION INTO SPATIAL PLANNING.....	327
299   ARTICULATING NATURE, CULTURE AND URBANIZATION: AN EXPERIENCE OF METROPOLITAN PLANNING IN BELO HORIZONTE .....	327

934   STRATEGIC DEVELOPMENT OF GREEN OPEN SPACE FOR SOLVING CONFLICTS BETWEEN URBAN AND CLIMATE POLICIES – THE CASE STUDY OF NORTH RHINE-WESTPHALIA, GERMANY.....	328
999   URBAN AGRICULTURE AS AN IMPORTANT ELEMENT OF GREEN INFRASTRUCTURE: THE CASE OF THE EMSCHER LANDSCAPE PARK, RUHR REGION, GERMANY .....	329
1005   GREEN INFRASTRUCTURES: A FRAMEWORK TO APPLY A MULTISCALAR AND TRANSECTORAL APPROACH IN PLANNING .....	330
SLOT T06.S04   ROOM V1.11   EVA PURKARTHOFFER   AALTO UNIVERSITY.....	331
188   TRANSFORMING RURAL DEVELOPMENT MODES IN CHINA.....	331
330   IS TERRITORIAL COHESION DEAD? OR JUST SLEEPING? .....	331
481   SPATIAL PLANNING POLICIES AND THE INTEGRATION MODELS AS A MEAN FOR A BETTER DELIVERY OF SERVICES OF GENERAL INTEREST .....	332
528   THE ECONOMIC CRISIS MODELING THE TERRITORIAL COHESION. THE FRENCH CASE .....	332
870   SERVICES OF GENERAL INTEREST AND TERRITORIAL COHESION - REGIONAL DISPARITIES IN EU CONTEXT.....	333
1122   SMART SPECIALISATION AND TERRITORIAL COHESION: UNIVERSITIES AS PLANNING AGENTS .....	333
SLOT T07.S02   ROOM V1.12   SILVIA JORGE   GESTUAL/CIAUD/FAUL .....	335
80   PLANNING, PLURALISM AND RELIGIOUS DIVERSITY: THE SPATIAL REGULATION OF MOSQUES IN ITALY.....	335
268   ETHNIC HOUSING SEGREGATION AND THE ROMA/GYPSY POPULATION: A PORTUGUESE PERSPECTIVE.....	335
279   CULTURAL REVITALIZATION AND CONTESTATION: THE CASE OF TWO LOS ANGELES NEIGHBORHOODS.....	336
516   LIVED EXPERIENCES OF SHARING THE DIVERSE AUSTRALIAN SUBURB: A COMPARATIVE INVESTIGATION OF TWO MULTICULTURAL LOCALITIES IN MELBOURNE, AUSTRALIA.....	337
519   WALKING WITH THE VULNERABLE IN THE CITY: WALKING METHOD ILLUMINATING THE DIFFERENCE THAT DISABILITY ENABLES.....	337
1272   INTEGRATED URBAN INTERVENTIONS IN THE FACE OF NEW CHALLENGES: EU URBAN POLICY AND EVIDENCE FROM GREEK CITIES .....	338
SLOT T10.S04   ROOM V1.16   PAULETTE DUARTE   UNIVERSITY GRENOBLE ALPES.....	339
35   RETOOLING NEIGHBOURHOODS FOR OLDER PEOPLE IN SINGAPORE .....	339
389   REGULATING MARGINALITY: HOW MEDIA SOURCES CHARACTERIZE ROOMING HOUSES.....	339
428   POLICIES FOR AFFORDABLE RENTALS IN GERMANY AND SWEDEN – HOW DO HOUSING POLICIES GET IMPLEMENTED IN PLANNING AND REALISED IN GROWING CITIES? .....	339
515   URBAN REHABILITATION AND QUALIFICATION FOR SOCIALLY DEPRIVED RESIDENTS.....	340
621   RENEWED NEIGHBOURHOODS: REQUALIFIED AND DIGNIFIED NEIGHBOURHOODS? EXEMPLES OF DISTRICTS IN REGION RHÔNE ALPES (FRANCE).....	341
907   UNDERSTANDING TERRITORIAL DIFFERENCES AND SCALE EFFECTS WHEN EVALUATING HOUSING CONDITIONS USING CENSUS DATA: THE CASE OF PORTUGAL .....	341
SLOT T11.S03   ROOM V1.23   PIERRE LACONTE   FOUNDATION FOR THE URBAN ENVIRONMENT .....	343
153   MULTI-SENSORY APPROACH TO DESIGN OF HEALTH-SUPPORTIVE AND AGEING-FRIENDLY URBAN ENVIRONMENTS .....	343
482   PLANNING FOR SOCIALLY SUSTAINABLE NEIGHBOURHOODS; FOSTERING NEIGHBOURHOOD LIVEABILITY.....	343
967   A MULTI-SECTORAL LIFE-COURSE APPROACH FOR POPULATION HEALTH FROM GREEN SPACE? OVERCOMING BARRIERS TO POLICY INTEGRATION .....	344
1037   TRACING THE POTENTIALS FOR FITNESS MOBILITY IN A WELFARE LANDSCAPE.....	344
1258   FROM CITY STREETS TO THE SHELTER OF HOMES. URBAN PLANNING DEBATE ABOUT CHILDREN'S NEEDS IN HELSINKI1946–1977. ....	345
SLOT T13.S04   ROOM V1.24   ENRICA PAPA   UNIVERSITY OF WESTMINSTER.....	346
79   PLANNING FOR DISRUPTIVE TRANSPORT TECHNOLOGIES: HOW PREPARED ARE TRANSPORT PLANNING AGENCIES? .....	346
110   MAY THE FORCE MOVE YOU: ROLE AND IMPACTS OF INFORMATION ACCESS IN URBAN MOBILITY PREFERENCES.....	346
441   IS PLANNING (FOR) SELF-DRIVING VEHICLE TECHNOLOGY A QUESTION OF SOCIAL JUSTICE? A PERSPECTIVE FROM FINLAND .....	347
997   MOVING TOWARDS HAPPINESS? UNDERSTANDING TRAVEL MOODS THROUGH TWITTER DATA IN TURIN.....	348
SLOT T15.S04   ROOM V1.25   BEATRIZ CONDESSA   IST-ULISBOA.....	349



65   A BACKWARD IDEOLOGY OF PLANNING: THE NEW LAND LAW FOR THE CANARY COMMUNITY...	349
520   CITIES VERSUS AIRBNB? COMPARING REGULATORY MEASURES AND POLICY INSTRUMENTS DEALING WITH SHORT-TERM RENTALS IN EUROPEAN CITIES .....	350
936   STRUCTURING INFILL DEVELOPMENT AS A REFERENTIAL FOR THE EXTENDED CITY PLANNING	350
1001   ENVIRONMENTAL VERSUS URBAN PLANNING AND MANAGEMENT - A COMPARATIVE ANALYSIS BETWEEN METROPOLITAN AREAS OF FORTALEZA (BRASIL) AND OF LISBON (PORTUGAL) .....	351
SLOT T15.S12   ROOM V1.26   ROB ATKINSON   UWE .....	353
61   'PROFITING FROM FAILURE?': INVESTOR NARRATIVES AND IMAGINATIONS OF LONDON'S CHANGING PROPERTY MARKETS .....	353
234   GOVERNING URBAN DEVELOPMENT: PLANNING AND REGULATORY TOOLS IN THE UK .....	353
604   URBAN REGENERATION PROJECTS IN BRAZILIAN CITIES: HEGEMONIC DISCOURSES AND POLICY MODELS .....	354
809   CONTRACTUAL ARRANGEMENTS FOR URBAN REDEVELOPMENT: IS THERE AN EVOLUTION IN DUTCH PLANNING? .....	355
SLOT T18.S04   ROOM V1.08   WARD RAUWS   UNIVERSITY OF GRONINGEN .....	356
477   A PLANNER, A DESIGNER AND SUSTAINABILITY EXPERT WALKED INTO A COMPLEX SITUATION	356
535   LARGE INFRASTRUCTURE PROJECTS BRING VESTED PLANNING APPROACHES TO THEIR KNEES THE ENCOUNTER WITH COMPLEXITY .....	356
775   COMPLEXITY, PLURALISM AND VIRTUES. IS EGOISM THE MAIN PROBLEM OF CONTEMPORARY CITIES AND SOCIETIES? .....	357
946   CO-EVOLUTIONARY PLANNING FOR FLOODING: A COMPLEXITY PERSPECTIVE ON THE SPATIAL DEVELOPMENT OF FLOOD RISKS .....	357
975   SPATIAL PLANNING IN COMPLEX CONTEXTS: THE DEVIL IN THE SHORT CHAINS .....	358
SLOT T19.S04   ROOM V1.07   RICHARD SLIUZAS   UNIVERSITY TWENTE .....	360
143   VULNERABILITY, INEQUALITIES, AND RESILIENCE: GREENING URBAN PLANNING QUEST IN MODERN TUNISIA .....	360
466   DROUGHT RISK, FARMER COMMUNITIES' PERCEPTIONS AND PLANNING FOR RESILIENCE IN RURAL CRETE, GREECE .....	360
557   INTEGRATION OF SOCIAL RESILIENCE WITH URBAN PLANNING AND DESIGN POLICIES IN FLOOD PRONE URBAN AREAS (CASE STUDY: SOUTHERN SHORE OF THE CASPIAN SEA, IRAN) .....	361
896   LAND SUBSIDENCE AS A BOTTOMLESS PIT: THE ECONOMIC CAPACITY AND REACTION OF LAND USERS TO LAND SUBSIDENCE IN INDONESIA .....	362
899   A STUDY ON SPATIAL DISTRIBUTION OF EVACUATION AND TEMPORARY SHELTER SITES .....	362
1264   STRENGTHENING THE CULTURE OF RESILIENCE IN URBAN SPACES VULNERABLE TO RECURRENT CLIMATIC PHENOMENA - EXPERIENCE EXCHANGE AIMED AT SOLUTIONS .....	363
SLOT T20.S02   ROOM C11   ADRIANNA KUPIDURA   .....	365
717   SPORTS MEGA-EVENTS AND URBAN LEGACIES: THE 2014 FIFA WORLD CUP, BRAZIL .....	365
901   CRISIS AND UNCERTAINTY – ITS EFFECTS ON RECENT DEVELOPMENT PLANNING IN THE AML .....	365
1017   TOWARDS A THEORY OF CHANGE: MARGINAL AREAS AND DEVELOPMENT POLICIES IN A CULTURAL PERSPECTIVE. ....	366
1040   CITIES IN THE ERA OF POST-PRIVATIZATION: NEW MEANS OF BEHAVIOR, SPATIAL PRACTICES AND NEW SPATIAL CONFIGURATIONS. THE CASE OF FORMER YUGOSLAV CITIES .....	367
SLOT T21.S04   ROOM C9   PETER ACHE   RADBOUD UNIVERSITY NIJMEGEN .....	368
1183   LONG-TERM VISION-BUILDING THROUGH GAME EXPERIMENTS: THE CASE OF CLIMATE CHANGE .....	368
<b>13 JULY   09:00AM</b> .....	369
SLOT T01.S05   ROOM V0.03   TORE ØIVIN SAGER   NORWEGIAN UNIVERSITY OF SCIENCE AND TECHNOLOGY .....	369
94   WHEN IS PLANNING ETHICAL ENOUGH? AGONISTIC PLANNING THEORY AND THE CONCEPT OF PUBLIC INTEREST .....	369
618   "DARK NETWORKS" AND PLANNING "EXPERT KNOWLEDGE" .....	370
625   CRITICAL DECISION FACTORS IN STRATEGIC THINKING .....	370
691   PLANNING ETHICS IN MAJOR TRANSPORT SCHEMES: REFRAMING THE CHALLENGE .....	371
767   VALUE INCOMMENSURABILITY IN PLANNING .....	372
SLOT T01.S13   ROOM V0.04   JOÃO CABRAL   FA-ULISBOA .....	373
183   CHOOSING INDICATORS IN PLACE-BASED SPATIAL PLANNING .....	373
984   SENSORIAL CREATIVE LANDSCAPES AND PLACE MARKETING: CONCEPTUAL CHALLENGES AND FIELD RESEARCH IN THE REGIONAL UNITY OF MAGNESIA, GREECE .....	373

1290   DEVELOPING AN ANALYSIS FRAMEWORK FOR URBAN MORPHOLOGY STUDY.....	374
1302   PLANNING AND THE CONCEPT OF SPACE: FROM SPATIAL, TO TERRITORIAL AND THE EMERGENCE OF E-TERRITORY .....	375
SLOT T02.S05   ROOM V1.02   ANDREA FRANK   CARDIFF UNIVERSITY .....	376
218   TEACHING-IN-THE-FIELD IN A HUB ACCOMMODATING MIGRANTS IN TRANSIT IN MILAN. CHALLENGES AND OPPORTUNITIES FOR A SOCIAL AND URBAN ANALYSIS COURSE .....	376
387   LEARNING THROUGH SOCIAL ACADEMIC GROUPS: UNDERSTANDING, SHARING AND CONTRIBUTING. THE FAU SOCIAL CASE .....	377
690   CHALLENGES AND INNOVATION ARISING FROM ARCHITECTURE AND URBANISM RESIDENCY: WORKING TO OVERCOME THE GAP BETWEEN PLANNING AND IMPLEMENTATION.....	378
1171   LEARNING FROM THE URBAN POVERTY WORKSHOP: THE CHALLENGES OF PLANNING IN THE UNEQUAL CITIES.....	378
1185   THE ACTION RESEARCH PARADIGM MEETS THE ECOLOGICAL THOUGHT IN THE SIMETO RIVER VALLEY (SICILY).....	379
1263   PLANNING SCHOOLS AS SAFE AND BRAVE SPACES FOR DIALOGUES ON SOCIAL JUSTICE? .....	380
SLOT T03.S05   ROOM V1.03   ROBERTO ROCCO, LIA VASCONCELOS   TU DELFT; FCT-UNL .....	381
47   EXPLORING 'SELF ORGANISED' RESPONSES TO CLIMATE CHANGE IN EUROPEAN CITIES: A Q METHODOLOGY STUDY.....	381
56   PARADOX AND INNOVATION IN LOCAL CLIMATE CHANGE ADAPTATION: CASES FOM AUSTRALIA. 381	
247   REINSTATING SOCIAL PRACTICES FOR SOCIAL INTEGRATION: EXPERIENCING THE BADARO-PINE FOREST AREA IN BEIRUT .....	382
442   THE BRISTOL GREEN CAPITAL PARTNERSHIP: AN EXEMPLAR OF REFLEXIVE GOVERNANCE FOR SUSTAINABLE URBAN DEVELOPMENT? .....	382
715   REGIONAL INEQUALITIES: SPACE AND POWER IN URBAN AND REGIONAL PLANNING.....	383
SLOT T04.S05   ROOM GA2   ELISA MAITRE   IFSTTAR.....	384
191   URBAN DESIGNS RELATIONSHIP WITH THE BICYCLE: CREATING INCLUSIVE JOURNEY ENVIRONMENTS .....	384
443   SPACES BY PEOPLE: CONCEPTUALIZING SPATIAL DIALECTICS FROM AN URBAN DESIGN PERSPECTIVE.....	384
503   USE AND DESIGN OF NEIGHBORHOOD PARKS AS PAROCHIAL REALMS FOR MOTHERS AND ELDERLY: A CASE STUDY IN İZMİR, TURKEY .....	385
755   THE TRAVEL CHARACTERS AND ITS CONSTRAINT OF PRIMARY SCHOOLS IN XI• FAN CITY .....	386
938   TRAMWAY IN PUBLIC SPACE: BETWEEN COMPLICATED PUBLIC SPACES AND COMPLEX DESIGN PROCESSES .....	386
SLOT T04.S13   ROOM GA4   BÜŞRA DURMAZ   MIDDLE EAST TECHNICAL UNIVERSITY .....	387
58   URBAN RENEWAL POTENTIAL OF MASS POST WORLD WAR II SOCIAL PUBLIC HOUSING: A PATTERN RECOGNITION BASED MODEL FOR GENERALIZING BUILDING AND URBAN FABRIC.....	387
679   SHAPING PROCESS AND IMPACT MECHANISM OF THE THIRD SPACE UNDER BLOCK RENEWAL— AN CASE BASED ON KNOWLEDGE & INNOVATION COMMUNITY RENEWAL PROJECT.....	388
688   THE URBAN DESIGN REVIEW IN THE PROCESS OF URBAN RENEWAL: A CASE STUDY OF ZHONGSHAN ROAD HISTORIC BLOCK .....	388
1209   GOVERNANCE OF URBAN DEVELOPMENT PROJECTS: THE CASE STUDY OF PARQUE DAS NAÇÕES, LISBOA.....	389
1239   SUPERBLOCK VS. TRADITIONAL GRID IN URBAN DESIGN IN BARCELONA: INTEGRATING SUPERBLOCKS WITH EACH OTHER THROUGH WALKABLE PUBLIC GREEN AXIS .....	389
SLOT T04.S21   ROOM GA5   KARL FISCHER   UNIVERSITY OF NEW SOUTH WALES, SYDNEY, AUSTRALIA ..	391
467   PUBLIC SPACES AND URBAN CULTURE IN SAINT-LOUIS OF SENEGAL. DETERIORATION OR DISAPPEARANCE OF AN AFRICA'S UNESCO SITE.....	391
555   RESEARCH ON THE HUMAN SETTLEMENTS CONSTRUCTION WISDOM OF ZHASHUI PHOENIX ANCIENT TOWN IN CHINA BASED ON NATURAL LANDSCAPE .....	391
1178   LEARNING FROM EUROPE?.....	392
1266   CALL FOR ANOTHER PUBLICNESS:100. YIL BERKIN ELVAN GARDEN AS A SPATIAL IMPROMPTU392	
SLOT T05.S05   ROOM V1.09   ANNA HERSPERGER   SWISS FEDERAL RESEARCH INSTITUTE OF FOREST, SNOW AND LANDSCAPE, WSL .....	394
320   GREEN INFRASTRUCTURE IN LIMINAL STREETSIDE SPACES: CASES FROM EUROPEAN CITY CORES.....	394
371   THE POLITICS OF STANDARDS FOR PUBLIC OPEN SPACE: A NEW CONCEPTION FOR THE 21ST CENTURY CITY .....	394

581   ACHIEVING SPATIAL QUALITY IN INTEGRATED PLANNING: AN EVALUATION OF THE 'ROOM FOR THE RIVER' PROGRAM THEORY USING QUALITATIVE COMPARATIVE ANALYSIS.....	395
626   IT TAKES A LOT OF TIME TO CREATE A GREEN INFRASTRUCTURE. AND THEN, WHAT HAPPENS? .....	396
1091   GREEN INFRASTRUCTURE AS EMERGING OPPORTUNITIES FOR INCLUSIVENESS. COMPLEXITY AND DYNAMICS IN MUNICH NORTHERN REGION .....	396
1123   COMMUNITY GARDENS AS TEMPORARY USES FOR VACANT LAND REVITALIZATION: THE CASE OF RIGA .....	397
SLOT T06.S05   ROOM V1.11   BEATE CAESAR   UNIVERSITY OF KAISERSLAUTERN.....	398
83   REVISITING THE CONCEPTS OF SCALE AND RESCALING IN RELATION TO THE EU MACRO-REGIONAL STRATEGIES .....	398
130   THE CROSS-BORDER RE-TERRITORIALISATION CONCEPT REVISITED. THE TERRITORIALISTIC APPROACH APPLIED TO THE CASE OF Cerdanya (FRANCO-SPANISH BORDER) .....	398
508   DISCUSSING TERRITORIAL COHESION IDEAL AND ACHIEVEMENTS: LESSONS FROM THE WESTERN BALKANS BORDERS .....	399
1086   TRANSBOUNDARY LANDSCAPE OBSERVATORIES: POTENTIAL INSTRUMENTS FOR TERRITORIAL COHESION?.....	399
SLOT T07.S03   ROOM V1.12   ISABEL RAPOSO AND SÍLVIA JORGE   FA-ULISBOA.....	401
20   RESIDENTIAL CHOICES AS A DRIVING FORCE TO VERTICAL SEGREGATION IN WHITECHAPEL .....	401
131   METROPOLITAN PLANNING AND URBAN MINORITIES ON THE MOVE. A TRANSNATIONAL PERSPECTIVE ON INTEGRATION PATTERNS .....	401
174   RADICAL PLANNING AS A PATH TO DIVERSE, INCLUSIVE AND MULTICULTURAL CITY: A CASE-STUDY ON A SQUATTER NEIGHBORHOOD BUILT ON PALAFITTES .....	402
312   THE LEGACY OF THE SPECIAL REHOUSING PROGRAM IN THE LISBON METROPOLITAN AREA. ....	403
569   SPATIAL INJUSTICE OF CENTRAL AREA PUBLIC SPACES AND ITS PRODUCTION MECHANISM: A CASE STUDY IN NANJING, CHINA .....	403
1286   THE ANTHROPOLOGY OF MODERNIST MASS HOUSING: A TOOL FOR URBAN PLANNERS.....	404
SLOT T08.S03   ROOM V1.14   JOÃO MOURATO   ICS-ULISBOA .....	405
63   THE IMPACTS OF NEW MONEY IN RURAL AREAS.....	405
237   EVALUATING DELHI MUMBAI INDUSTRIAL CORRIDOR AS MEGAREGION: UNDERSTANDING WHAT MEGAREGION MEANS FOR INDIA AND SOUTH ASIA .....	405
461   THE URBAN-RURAL RELATIONSHIP AND ITS DEVELOPMENT TENDENCY BASED ON THE PHENOMENON OF PSEUDO COUNTER-URBANIZATION—TAKING WUHAN AS AN EXAMPLE .....	406
779   POTENTIALS OF REGIONS FROM THE KNOWLEDGE BASED DEVELOPMENT PERSPECTIVE IN TURKEY .....	407
837   GREEK INFRASTRUCTURES IN THE CONTEXT OF FINANCIAL AUSTERITY: DOES THIS HAVE AN IMPLICATION FOR THE REGIONS? .....	407
SLOT T10.S05   ROOM V1.16   ROELOF VERHAGE   INSTITUT D'URBANISME DE LYON, UNIVERSITÉ LUMIÈRE-LYON-II.....	409
145   LOCATING SUBURBAN GENTRIFICATION IN OUTER LONDON .....	409
541   GENTRIFICATION TRIGGERED BY PUBLIC INVESTMENT: THE CASE OF GYEONGUI LINE FOREST PARK IN SEOUL, KOREA .....	409
622   MAKING THE GILDED GHETTO: RACE, CLASS, AND POLITICS IN THE CAPPUCCINO CITY .....	410
687   STATE-LED GENTRIFICATION AND DISPLACEMENT IN TARLABASI: AN END TO RESISTANCE? .....	410
804   STUDY ON LIVING SPACE AND COMMUNITY ATTACHMENT OF THE THREE GORGES MIGRANTS - A COMPARISON BETWEEN MIGRANTS RESETTLED NEARBY AND RELOCATED OUTSIDE .....	411
863   SUPPORTING INNOVATION IN REHABILITATION POLICIES FOR DEPRIVED NEIGHBOURHOODS: A MULTI-LEVEL PERSPECTIVE .....	412
SLOT T11.S04   ROOM V1.23   NUNO MARQUES DA COSTA   IGOT-ULISBOA .....	413
32   PRELIMINARY RESULTS OF AN INVESTIGATION ON THE RELATIONSHIPS OF INDIVIDUAL AND BUILT ENVIRONMENT CHARACTERISTICS WITH BMI AND OTHER PERCEIVED MEASURES.....	413
54   THE RIGHT PATH TO HEALTH: THE WALKABILITY OF A EUROPEAN MEDIUM SIZED CITY CALLED GUIMARÃES. ....	413
74   SUPPORT OF CYCLING AND CONSIDERATION WITH CYCLE PICTOGRAMS ON THE ROAD .....	414
231   URBAN HIGH-CAPACITY ROADS – IMPROVING LIVEABILITY IN GERMAN CITIES WITH AN ALTERNATIVE TO INNER-CITY MOTOR HIGHWAYS .....	415
635   DISABILITY'S TREATMENT IN THE ACTIVE SCHOOL TRAVEL AND CHILDREN'S INDEPENDENT MOBILITY LITERATURES.....	415

914   GOVERNING CAR REDUCTION – AN ONGOING EXPERIMENT IN BERLIN/ GERMANY .....	416
SLOT T12.S02   ROOM V1.15   CARLOS FERREIRA   IGOT-ULISBOA .....	417
96   NATURE AND ADVENTURE TOURISM IN DEVELOPING COUNTRIES: A CONCEPTUAL FRAME BASED IN A FUNCTIONAL SYSTEM.....	417
525   THE INTEGRATION OF RESORTS IN COASTAL AREAS AS A MEAN TO ACHIEVE SUSTAINABLE TERRITORIAL DEVELOPMENT THE CASE OF REGIONAL SPATIAL PLANS IN PORTUGAL .....	417
732   INDICATORS ROLE ON ASSESSING THE SUSTAINABILITY OF COASTAL TOURISM DESTINATIONS: INVESTIGATION OF THE EUROPEAN TOURISM TOOLKIT & NZ CASE STUDIES .....	418
1030   TOURISM AS ECONOMIC RESOURCE FOR PROTECTING THE LANDSCAPE: INTRODUCING THE COMMUNITY CONSERVED AREAS MODEL IN ALBANIA .....	418
1097   CREATIVE TOURISM PROJECTS AND TERRITORIAL SUSTAINABLE DEVELOPMENT: A PROPOSAL OF IMPACTS ASSESSMENT .....	419
1176   AGRICULTURAL FULL CHAIN PERSPECTIVE'S APPROACH TOWARDS RURAL TOURISM DEVELOPMENT BY RE-BUILDING A BALANCED SYSTEM BETWEEN URBAN AND RURAL AREA.....	420
SLOT T13.S05   ROOM V1.24   LUCA BERTOLINI   UNIVERSITY OF AMSTERDAM .....	421
368   IS THERE SUCH A THING AS GOOD ENOUGH ACCESSIBILITY? .....	421
716   PROMOTING THE ACCESSIBILITY APPROACH FOR SOCIALLY-AWARE TRANSPORT PLANNING: IDENTIFYING AND OVERCOMING INSTITUTIONAL BARRIERS .....	422
858   CAN INTEGRATED SUPPLY AND USAGE OF PUBLIC TRANSPORT AND CYCLING IN METROPOLITAN AREAS COMPETE WITH THE CAR IN TERMS OF ACCESSIBILITY PERFORMANCE? .....	422
904   IMPROVING INDIVIDUAL PARTICIPATION AND COMMUNITY-BASED DECISION MAKING THROUGH THE TUM ACCESSIBILITY ATLAS.....	423
SLOT T14.S01   ROOM V1.26   DAVID LUDLOW   UWE .....	424
196   INNOVATION DISTRICTS AND URBAN PLANNING: FOSTERING THE PLANNING DIMENSION IN KNOWLEDGE-BASED URBAN DEVELOPMENT STRATEGIES .....	424
532   A THEORY OF TECHNOLOGICAL CITIES.....	425
566   URBAN REINASSANCE AND THE NEW ECONOMIC CHALLENGES. CO-WORKING AND CO-PLANNING THE CITY OF ROME .....	425
985   ESPRESSO: A ROADMAP IN MEASURING THE PERFORMANCE OF SMART AND SUSTAINABLE CITIES AND COMMUNITIES.....	426
1116   LEARNING TO INNOVATE: ASSESSING THE INNOVATION CAPABILITIES IN CITIES.....	427
SLOT T15.S05   ROOM V1.25   ANA MORAIS DE SÁ   IST-ULISBOA .....	428
375   THE SHIFTING SANDS OF PLANNING LEGISLATION IN ISRAEL.....	428
671   HOW THE DISTRIBUTION OF RIGHTS AND LIABILITIES IN RELATION TO VALUE CAPTURE AND COMPENSATION LINKS WITH PLANNING AND THE NATURE OF PROPERTY RIGHTS.....	428
816   THE ANTAGONISTIC INTERESTS BETWEEN PUBLIC URBAN SPACES AND LAND PROPERTY RIGHTS. A COMPARATIVE APPROACH IN LEGAL FRAMEWORKS, PLANNING TOOLS, AND POLIC.....	429
1202   VALUE CAPTURE, LAND-USE POLICIES AND MUNICIPAL FINANCING: THREE POLES OF THE SAME TRIANGLE?.....	429
1255   TRANSIT ORIENTED DEVELOPMENT LAND POLICY FOR TRANSIT FUNDING IN TIMES OF AUSTERITY - THE CASES OF ROME AND TURIN .....	430
SLOT T16.S01   ROOM GA1   MENDEL   UNIVERSITY OF AMSTERDAM .....	432
271   PLAYING OUR WAY TO THE ENERGY TRANSITION: A SERIOUS GAME FOR GRONINGEN, THE NETHERLANDS .....	432
327   UNRAVELLING THE SPATIALITY OF FLANDERS' ENERGY METABOLISM – A TYPOLOGY OF EMERGING ENERGY PRACTICES .....	433
345   VISUAL INTERACTIVE SUPPORT FOR CROSS-DOMAIN SIMULATION AND NEW INFORMATION FLOWS IN EARLY STAGE PLANNING PROCESSES .....	433
479   URBAN METABOLISM AND PLANNING: EXISTING GAPS AND FUTURE RESEARCH.....	434
1044   URBAN METABOLISM AND WATER-ENERGY-FOOD NEXUS, NEW CHALLENGES FOR SPATIAL PLANNING. ....	434
SLOT T17.S05   ROOM V1.27   ELISABETE SILVA   UNIVERSITY OF CAMBRIDGE .....	436
99   A NEW COMPARATIVE APPROACH TO DETECT VITAL SEGMENTS OF TRANSPORTATION NETWORKS CONSIDERING THE QUANTITY OF DEMAND AND SUPPLY BY USING GIS .....	436
113   SOCIAL TOPOGRAPHY: LEARNING SPATIAL INEQUALITY THROUGH 3D REGIONAL MODEL .....	436
485   MEASURING BUILDING DENSITIES (FSI/GSI) FOR THE NETHERLANDS .....	437
563   MULTI-CRITERIA DECISION ANALYSIS FOR PROMOTING BIKE-FRIENDLY CITY VISION OF IZMIR USING GIS .....	437

1179   CITIZEN-SENSOR-NETWORKS AS PARTICIPATORY METHOD FOR INFORMED SENSE-MAKING IN PLANNING: PROJECT SMART EMISSION.....	438
SLOT T18.S05   ROOM V1.08   JORGE B. SILVA   IST-ULISBOA.....	439
344   COMPLEXITIES OF ENERGY TRANSITION: WHAT DO WE REALLY KNOW ABOUT SOCIAL ACCEPTANCE OF WIND ENERGY?.....	439
540   APPLICABILITY OF LUHMANN'S APPROACH TO SPATIAL DEVELOPMENT - USING SYSTEM THEORY TO REFRAME A HOUSING PROJECT IN AMSTERDAM.....	439
592   FIRMOGRAPHICS AND PLANNING – AN ANALYSIS ON RETAIL AND URBAN DYNAMICS IN LISBOA.....	440
829   TOWARDS AN UNDERSTANDING OF MORPHOGENESIS IN METROPOLITAN STREET-NETWORKS.....	442
1119   IMAGING FUTURES FOR MANAGING COMPLEXITY: STRATEGIC PLANNING APPROACHES IN ITALIAN METROPOLITAN CITIES.....	442
1146   DECODING AND MANAGING CITIES: TOWARD A COMPLEX AND DYNAMIC SYSTEM APPROACH.....	443
SLOT T19.S05   ROOM V1.07   ADRIANA GALDERISI   UNIVERSITY OF CAMPANIA LUIGI VANVITELLI.....	444
576   CLIMATE ADAPTATION IN REGIONAL PLANNING IN GERMANY.....	444
943   URBAN CLIMATE ADAPTATION AND LEARNING ACROSS SPATIAL, SCALAR AND SECTORAL BOUNDARIES: INSIGHTS FROM ROTTERDAM THE HAGUE METROPOLITAN REGION.....	444
994   STREETS ON THE WATER. PORTUGUESE SEASHORE STREETS ADAPTATION TO CLIMATE CHANGE.....	445
1124   THE URBAN RISK ASSESSMENT IN A CLIMATE CHANGE SCENARIO: A METHODOLOGICAL PROPOSAL.....	446
1126   TRANSLATING NEW CONCEPTIONS OF CLIMATE CHANGE RISK INTO URBAN CLIMATE CHANGE RISK ASSESSMENTS AND ADAPTATION RESPONSES.....	446
1252   NEW EUROPEAN SPATIAL DATA SETS OF HUMAN SETTLEMENTS AND POPULATION FOR DISASTER RISK REDUCTION.....	447
SLOT T20.S03   ROOM C11   SPECIAL SESSION - KARINA PALLAGST   TECHNISCHE UNIVERSITÄT KAISERSLAUTERN.....	448
190   STUDY ON THE CONDITIONS OF LAND USE CONVERSION FROM RESIDENTIAL LAND TO FARMING AND FORESTRY LAND.....	448
607   'URBAN REGENERATION' IN DETROIT: EXAMINING THE IMPACTS ON HOUSING AFFORDABILITY.....	448
753   PLANNING FOR POPULATION DECLINE IN AN ERA OF STANDARDIZATION: AN ANALYSIS OF LOCAL PLANS IN THREE DECLINING LOCAL GOVERNMENT AREAS IN NSW, AUSTRALIA.....	449
1133   THE ROLE OF RENEWABLES IN GREENING THE SHRINKING CITY.....	450
1166   INTRODUCING ADAPTABILITY AND REVERSIBILITY IN URBAN PLANNING STRATEGIES FOR SHRINKING CITIES.....	450
SLOT T21.S05   ROOM C9   DAVIDE PONZINI   POLITECNICO DI MILANO.....	452
362   TECHNOLOGY USE AND ITS INFLUENCE IN TRAVEL BEHAVIOR AND URBAN FORM.....	452
374   EMERGING MOBILITY PATTERN OF GENERATION Y: A STUDY OF THE GREATER TORONTO AREA.....	452
868   REPLACEMENT MIGRATION, LABOR FORCE, AND PROSPECTIVE AGE: PROJECTING FUTURE LABOR FORCE REQUIREMENTS FOR PORTUGAL (2015-2060).....	453
1073   A THEORY OF INFRASTRUCTURAL JUSTICE.....	453
<b>13 JULY  11:15AM</b> .....	455
SLOT T01.S06   ROOM V0.03   TORE ØIVIN SAGER   NORWEGIAN UNIVERSITY OF SCIENCE AND TECHNOLOGY.....	455
39   PLACES OF DIGNITY: SHAPED BY KNOWLEDGEABLE RULES OR EXPRESSIONS OF AESTHETIC EQUITY?.....	455
42   CITY-MARKETING POLICY AS GENERATOR OF URBAN DISCONTENT.....	456
353   ROLE AND GOALS OF ONTOLOGICAL ANALYSIS IN UNDERSTANDING SPACE AND PLACES.....	456
383   DECIPHERING PLANNING CONCEPTS FROM A PERSPECTIVE OF LACAN'S FOUR DISCOURSES - A CASE STUDY OF URBAN VILLAGE IN BRITISH PLANNING POLICY.....	457
768   SUPREMACY PLANNING: THE ROLE OF STATE FANTASY AND PLANNING IN OPPRESSION PEOPLE AND COLLECTIVE GROUPS.....	458
1163   PLANNING THEORY, A 'DECONSTRUCTIONIST-TURN': ARE WE THERE YET!.....	458
SLOT T01.S14   ROOM V0.04   ALESSANDRO BALDUCCI   POLITECNICO DI MILANO.....	460
1016   WE MISS PLANNING STANDARDS. CRITICAL THEORY VS. THEORY-IN-USE IN MEMPHIS, TN.....	460
1132   TERRITORIAL OPPORTUNITIES IN URBAN REQUALIFICATION PRACTICES.....	460
1157   'DO YOU UNDERSTAND?' - TOWARDS IMPROVING THE COGNITIVE FIT OF EVALUATION TOOLS THAT SUPPORT INTERSUBJECTIVE SPATIAL PLANNING.....	461



1268   PROTOTYPES AS OPEN-ENDED ARTEFACTS IN URBAN DESIGN.....	461
1296   ON WHAT GROUND STANDS STRATEGIC PLANNING? .....	462
1298   TRANSDISCIPLINARITY IN URBAN STUDIES: FROM PREACHING IT TO DOING .....	462
SLOT T02.S06   ROOM V1.02   ANDREA FRANK   CARDIFF UNIVERSITY .....	463
135   PLANNING FOR MENTAL HEALTH AND WITH PSYCHIATRIC PATIENTS: LESSONS FROM A STUDENT WORKSHOP .....	463
444   'A DAY TO CHANGE A100 YEARS NEIGHBORHOOD': A WORKSHOP ON TACTICAL URBANISM.....	463
822 - PAIN OR PLEASURE? STUDENTS' PERCEPTIONS OF GROUP WORK IN URBAN DESIGN AND PLANNING PROJECT-BASED LEARNING .....	464
857 - PLANNING EDUCATION IN THE CASE STUDY OF THE COURSE OF METROPOLITAN PLANNING IN ISTANBU .....	465
1057   GAMES AS DIALOGUE TOOLS FOR SPATIAL AGENCY: AN EXPERIENCE IN PLANNING EDUCATION .....	465
SLOT T03.S06   ROOM V1.03   LIA VASCONCELOS, CAMILA PERRONE   FCT-UNL; UNIVERSITY OF FLORENCE .....	467
542   UNRAVELLING COLLECTIVE CAPABILITIES IN ORDER TO SUPPORT DYNAMIC LEARNING PROCESSES ON SPATIAL ISSUES.....	467
661   SOCIAL LEARNING AND SOCIAL INNOVATION IN PLANNING PROCESSES: A SOCIAL NETWORK ANALYSIS .....	468
662   EXPLAINING THE EMERGENCE AND FUNCTIONING OF COMMUNITY INITIATIVES: A QUALITATIVE COMPARATIVE ANALYSIS OF 85 CASES IN THE NETHERLANDS .....	468
695   LET'S UNDERSTAND THE RULES OF THE GAME AS DEPENDENT VARIABLES THAT CONDITION THE PLANNING GAME: AN INSTITUTIONAL ACTOR PERSPECTIVE IN PRACTICE.....	469
1007   SHAPING SPATIAL POLICIES: OUTCOMES OF COMMUNITY MAPPING PROCESSES.....	470
SLOT T04.S06   ROOM GA2   ZEYNEP MURAT   MIDDLE EAST TECHNICAL UNIVERSITY.....	471
78   CITY VERSUS SUBURB: THE EFFECTS OF NEIGHBORHOOD ON PLACE ATTACHMENT AND RESIDENTIAL SATISFACTION.....	471
92   ASSESSING THE QUALITY OF NEIGHBORHOOD PUBLIC SPACES, A CASE STUDY OF MISURATA CITY, LIBYA .....	471
440   PLACE-MAKING AND PALLIATIVE PLANNING FOR DISTRESSED COMMUNITIES .....	472
850   THE INCONSISTENT BOUNDARY SPACE OF COMMUNITIES: PUBLICNESS IN MULTIPLE SOCIAL-SPATIAL INTERPRETATIONS.....	473
1225   DESIGN THINKING IN URBAN SPACE WITH HIGH LEVEL OF PARTICIPATION: THE CASE OF ANKARA, TURKEY.....	473
SLOT T04.S14   ROOM GA4   ANA BRANDÃO   IST-ULISBOA.....	475
236   A LIVELY PLACE FOR THE COMMUNICATION OF MULTI POPULATION: A STUDY ON THE STREET SPACE RENEWAL STRATEGIES IN THE YUZHONG LOWER CITY, CHONGQING, CHINA .....	475
454   INTEGRATION IS NOT WALKABILITY: THE LIMITS OF AXIAL TOPOLOGICAL ANALYSIS AT NEIGHBOURHOOD SCALE .....	475
667   THE MORE COMMERCIAL, THE LESS SAFE? —IMPACT OF COMMERCIALIZATION ON STREET SAFETY IN REVITALIZED DOWNTOWN AREA .....	476
1103   WHEN URBANIZATION LEAVES THE CITY – THE CASE OF BUCHAREST .....	477
1233   THE ROLE OF PUBLIC SPACE SYSTEMS ON URBAN TRANSFORMATION: A REVIEW ON LISBON SOUTH BANK REGENERATION PROCESS .....	477
SLOT T04.S22   ROOM GA5   MENGWEI GAO   UNIVERSITY COLLEGE LONDON.....	479
605   BIOCULTURAL DIVERSITY INDICATORS AS A SUPPORT-DECISION TOOL FOR PLANNING AND MANAGING URBAN GREENSPACES .....	479
865   WHAT IS PUBLIC SPACE SERVICE VALUE?.....	479
1023   VILLAGE CHARACTER – TO THE ROOTS OF RURAL AESTHETICS .....	480
1031   THE ROLE OF LEGISLATION CHANGES TO TRANSFORM A PUBLIC SPACE: THE CASE OF HACI BAYRAM SQUARE.....	481
1159   HOW URBAN DESIGN CAN HELP WITH FIGHTING THE SMOG CRISES FROM THE URBAN STRUCTURE'S PERSPECTIVES.....	481
SLOT T05.S06   ROOM V1.09   ANNA HERSPERGER   SWISS FEDERAL RESEARCH INSTITUTE OF FOREST, SNOW AND LANDSCAPE, WSL .....	483
51   GREEN INFRASTRUCTURES UNDER PRESSURE: A GLOBAL NARRATIVE BETWEEN REGIONAL VISION AND LOCAL IMPLEMENTATION .....	483

367   EXPLAINING INCOHERENCE OF ECOLOGICAL SUSTAINABILITY DISCOURSES WITH ENVIRONMENTAL ETHICS .....	483
588   CONSIDERING LANDSCAPE SUSTAINABILITY IN SPATIAL PLANNING.....	484
1065   UTILIZING SPATIAL AND LANDSCAPE PLANNING PROCESSES TO PROMOTE ECOLOGICAL SUSTAINABILITY ON UNIVERSITY CAMPUSES .....	485
1250   ECOSYSTEM SERVICES AND URBAN LAND USE PLANNING - THE FINNISH PERSPECTIVE .....	485
SLOT T06.S06   ROOM V1.11   EDUARDA MARQUES DA COSTA   IGOT-ULISBOA .....	487
530   THE INTEGRATED TERRITORIAL INVESTMENT (ITI) AS A TOOL FOR SUSTAINABLE URBAN DEVELOPMENT: THE CASE OF THE HISTORICAL CENTRE OF VERIA, GREECE .....	487
846   COHESION POLICY GOING LOCAL? .....	487
976   DEALING WITH CHANGED PRIORITIES OF THE EU COHESION POLICY IN THE NETHERLANDS: THE CASE OF FLEVOLAND .....	488
1046   PARTNERSHIPS IN THE EU URBAN AGENDA: A WAY TO MAKE STRATEGY PAPERS COUNT? .....	489
1144   PARTICIPATORY APPROACH TO REGENERATION PROCESSES IN POLISH CITIES AND REGIONS .....	489
SLOT T07.S04   ROOM V1.12   ISABEL RAPOSO AND SÍLVIA JORGE   FA-ULISBOA.....	491
41   PLANNING FOR DIVERSITY AND THE PUBLIC DOMAIN IN A PLUTOCRATIC CITY .....	491
120   PROCESSES OF STAKEHOLDERIZATION IN MARGINALIZED COMMUNITIES .....	491
764   AN ARCHAEOLOGY OF SILENCE. A STUDY OF WORDS AND THINGS THAT PLANNERS DON'T TALK ABOUT .....	492
786   AN EVALUATION OF URBAN POLICIES AND PLANNING PRACTICES ON URBAN DIVERSITY: CONFLICTS AND CONTRADICTIONS.....	492
972   ENGAGING FINE-GRAINED DATA FOR CULTURALLY-ADAPTED SUSTAINABILITY PLANNING: THE CASE OF HOLYOKE, MA.....	493
1232   COMPLEXITY OF THE RECENT INTERACTIONIST APPROACHES IN MARGINAL URBAN AREAS AND THE RIGHT TO THE CITY FOR ALL: LEARNING FROM INTERVENTIONS ON MAL .....	494
SLOT T08.S04   ROOM V1.14   PANTOLEON SKAYANNIS   UNIVERSITY OF THESSALY .....	495
314   LEARNING-BASED DEVELOPMENT IN CHINA'S SMALL TOWNS: TOWARDS ECONOMIC LINKAGES AND URBAN-RURAL INTEGRATION.....	495
499   TERRITORIAL REGENERATION PLANS AND "LOW CARBON FUTURE STRATEGIES. THE FRIULI VENEZIA GIULIA REGION AS A CASE STUDY AREA .....	495
573   KNOWLEDGE ECONOMY, METROPOLITAN DEVELOPMENT AND LOCAL ISSUES: STRATEGIES OF LILLE (FRANCE) AND BELO HORIZONTE (BRAZIL) TO FACE THE RAREFACTION OF RESO .....	496
851   THE ROLE OF PARTNERSHIPS IN REGIONAL GOVERNANCE: WHAT DRIVES THE BUSINESS SECTOR?.....	496
1052   GOVERNANCE OF URBAN DEVELOPMENT PROJECTS: THE CASE STUDY OF PARQUE DAS NAÇÕES, LISBOA.....	497
SLOT T10.S06   ROOM V1.16   ANDREAS SCHULTZE BAING   THE UNIVERSITY OF MANCHESTER .....	499
18   FROM CENTRAL TO MARGINAL: THE TRAJECTORY OF ISRAEL'S PUBLIC-HOUSING POLICY .....	499
251   FEDERAL MY LIFE MY HOUSE ENTITIES PROGRAM: A CASE STUDY ABOUT HIGH QUALITY HOUSING PROVISION IN BRAZIL.....	499
653   EMPTY HOUSING: CRITICAL REVIEW ON THEORETICAL EXPLANATIONS OF HOUSING VACANCY .....	500
878   THE REUSE OF ABANDONED PUBLIC BUILDINGS: AN ANSWER TO HOUSING CRISES? AN INVESTIGATION ON THE CITY OF ROME.....	501
895   VACANT SPACES AND DEGRADED LIVING ENVIRONMENT: A NEW APPROACH? .....	502
923   ACUPUNCTURE IN URBAN VOIDS PARTICIPATORY STRATEGIES IN URBAN MANAGEMENT: THE CASE OF LISBON AND AGUALVA-CACÉM, IN PORTUGAL.....	502
SLOT T11.S05   ROOM V1.23   TIJANA DABOVIC   DEPARTMENT OF SPATIAL PLANNING FACULTY OF GEOGRAPHY UNIVERSITY OF BELGRADE.....	504
37   COMPACT CITY AND LIVABILITY: IS THERE A PARADOX?.....	504
60   COLLABORATIVE PLANNING FOR HEALTHY CITIES - EXPERIENCES FROM THREE NORWEGIAN MUNICIPALITIES .....	504
654   AN EVALUATION OF THE ACCESS TO NEIGHBORHOOD PARKS BASED ON THE "NEED-BASED EQUITY": A CASE STUDY IN IZMIR (TURKEY).....	505
763   OPERATIONALIZING THE SETTING APPROACH OF HEALTH PROMOTION - AN ANALYSIS OF SPATIAL PLANNING INSTRUMENTS .....	505
795   LASTING COMMUNITY WELLBEING EMBRACING HEALTH AND LIVABILITY: COMPARISON OF LISBON AND TOKYO.....	506

SLOT T12.S03   ROOM V1.15   JOSÉ MANUEL SIMÕES   IGOT-ULISBOA.....	508
157   MAKING THE MOST OF THE EUROPEAN CAPITAL OF CULTURE. CULTURAL EVENTS AND SPATIAL STRATEGIES IN EUROPEAN PORT CITIES.....	508
313   EXAMINING THE PERCEPTION OF VISITORS AND ATHLETES TOWARDS EYOWF 2017 AND TOWARDS THE HOST CITY ERZURUM-TURKEY.....	508
315   EXAMINING THE IMPACTS OF EXPO 2016 ON ANTALYA'S TODAY AND FUTURE.....	509
707   THE DIRECT AND INDIRECT IMPACTS OF MEGA-EVENTS ON EUROPEAN URBAN HERITAGE.....	510
1015   ONLINE GUIDES AND DIGITAL IMPRINTS IN THE TOURIST CITY: GEOGRAPHICAL PATTERNS OF PRODUCTION AND CONSUMPTION OF URBAN TOURISM SPACES.....	511
1205   TOURISM INVASION? - STUDY ON THE FUNCTIONAL TRANSFORMATION OF DWELLINGS AND POPULATION LOSS OF LOCAL RESIDENTS IN VENICE HISTORIC CENTER.....	511
SLOT T13.S06   ROOM V1.24   DAVID VALE   FA-ULISBOA.....	513
355   UNDERSTANDING THE RELATIONSHIP BETWEEN LOCAL URBAN ENVIRONMENTS AND CYCLING: WHAT ARE THE LIMITATIONS OF CURRENT ACADEMIC THINKING?.....	513
562   WALKABILITY OVER TIME: AN HISTORICAL EVALUATION OF LISBON'S WALKABILITY SINCE 1775.....	513
597   AN EMPHASIS ON THE PEDESTRIAN ACCESSIBILITY MEASURES OF ANKARA CITY CENTER.....	514
665   CYCLING POLICIES: MEASURES TO PROMOTE BICYCLE USAGE IN STARTER CYCLING CITIES: THE CASE OF LISBON.....	515
680   CONCEPTUALIZING THE BICYCLE ACROSS DISCIPLINES: A LITERATURE REVIEW.....	515
928   SOCIO-SPATIAL DIMENSIONS OF HOW TO MAKE A CITY BICYCLE-FRIENDLY: THE CASE OF KAYSERI, TURKEY.....	516
SLOT T14.S02   ROOM V1.26   DAVID LUDLOW   UWE.....	517
203   A THEORETICAL FRAMEWORK FOR CONCEPTUALIZING SMART URBAN GOVERNANCE.....	517
950   SMART CITY GOVERNANCE – CO-CREATING URBAN PLANNING AND DECISION MAKING.....	517
973   'GEOGRAPHIES OF THE EVERYDAY LIFE' OF CONTEMPORARY FINE ARTISTS IN BERLIN AND WHAT THEY TELL US ABOUT THE STATUS QUO OF THE CITY. THE FORMATION OF SP.....	518
1033   SMART CITY AS METROPOLIS AND FORM OF GOVERNMENTALITY.....	518
SLOT T15.S06   ROOM V1.25   PEDRO JANELA PINTO   IST-ULISBOA.....	520
40   FORMALIZING IMPORTANT STEPS IN INTEGRATED PLANNING PROCESSES THROUGH THE CONCEPT OF AN 'ENVIRONMENTAL DECISION'.....	520
46   THE PRAXIS OF CREATING 'GUIDING PRINCIPLES' (LEITBILDER) FOR SPATIAL PLANNING PROJECTS IN THE METROPOLITAN AREA OF ZURICH.....	520
349   PLANNERS AS DESIRING SUBJECTS: GERMAN REGIONAL PLANNING PRINCIPLES FROM A PSYCHOANALYTIC POINT OF VIEW.....	521
776   COASTAL ZONE REGULATION CONFRONTING HIGH DEVELOPMENT PRESSURES: THE DECISIONS OF THE ISRAEL NATIONAL COASTAL PROTECTION COMMITTEE AND APPEAL OUTCOMES.....	522
849   ADAPTING TO ADAPTATION: FLEXIBLE PLANNING, POLICY MAKING, AND THE TRANSITION FROM REACTION TO (PRO)ACTION.....	523
SLOT T16.S02   ROOM V1.08   SARA CRUZ   CITTA - UNIVERSITY OF PORTO.....	524
28   ARTICULATING URBAN METABOLISM AND URBAN ECOLOGY THROUGH NOVEL INDICATORS: INTRODUCING TECHNOMASS. CONCEPTUAL AND OPERATIONAL IMPLICATIONS.....	524
329   BUILDING STRATEGIC PLANNING FOR A SUSTAINABLE FUTURE THROUGH URBAN METABOLISM.....	524
789   THE CHALLENGE OF INTEGRATING METABOLIC IMPACT ASSESSMENT INTO STRATEGIC ENVIRONMENTAL ASSESSMENT.....	525
1138   FROM URBAN METABOLISM TO TERRITORIAL PLANNING INSTRUMENTS CASE OF ALBANIA.....	526
1172   GOVERNANCE OF PERI-URBAN METABOLISM. LINKING URBAN PLANNING AND WASTE MANAGEMENT.....	526
SLOT T19.S06   ROOM V1.07   ADRIANA GALDERISI   UNIVERSITY OF CAMPANIA LUIGI VANVITELLI.....	528
472   DEPLOYMENT OF RESILIENCE STRATEGY FOR THE CITY OF BELGRADE, SERBIA - PROCESS, LESSONS LEARNED AND FURTHER DIRECTIONS.....	528
600   CREATING SUSTAINABLE RESILIENT URBAN PLACES: EMERGING IDEAS.....	529
817   GOVERNING URBAN REGIONS FOR CLIMATE CHANGE ADAPTATION: CONVERGENCE, DIVERGENCE AND MOBILITIES OF REGIONAL PLANNING STRATEGIES IN EUROPE AND CHINA.....	529
966   STRONGER TIES BETWEEN WATER AND LAND-USE PLANNING SYSTEMS FOR IMPROVED SUSTAINABILITY AND RESILIENCE- ASSESSING THE ADDED VALUE OF THE WFD.....	530
1070   URBAN STRATEGIC PROJECTS FOR THE DEVELOPMENT OF SAFE WATER CITIES.....	531
SLOT T19.S09   ROOM GA1   KALLIOPI SAPOUNTZAKI   HAROKOPIO UNIVERSITY.....	532

90   INVESTIGATING THE ROLE OF RESILIENCE THEORY IN ASSESSING SUSTAINABILITY OF COASTAL TOURISM DESTINATIONS: THE CASE STUDY OF NEW ZEALAND.....	532
514   SPECULATION, PLANNING, AND RESOURCE-BASED COMMUNITIES: PLANNING FOR RESILIENCY.....	532
1060   METROPOLITAN GOVERNANCE APPROACHES IN DEVELOPING SUSTAINABLE EUROPEAN CITIES .....	533
1187   SPATIAL PLANNING AND CLIMATE ADAPTATION STRATEGIES IN GREECE: CHALLENGES FOR LAND PROTECTION IN A PERI-URBAN AREA OF THESSALONIKI.....	533
SLOT T20.S04   ROOM C11   SPECIAL SESSION - HELEN MULLIGAN   CAMBRIDGE ARCHITECTURAL RESEARCH LIMITED.....	534
202   SHRINKING CITIES, SHRINKING HOUSEHOLDS, OR BOTH?.....	534
280   GREEN INNOVATION AREAS AS CONTESTED SPACES? INVESTIGATING POTENTIALS AND RISKS OF REVITALIZATION SCHEMES IN SHRINKING CITIES .....	534
392   BORDER CITY IN A SHRINKING REGION.....	535
403   LOCAL PLANNING ATTITUDES: COMPARATIVE CONTENT ANALYSIS OF MUNICIPAL MASTER PLANS OF PORTUGUESE SHRINKING CITIES .....	536
478   GENTRIFICATION DEBATES WITHOUT GENTRIFICATION PROCESSES: THE CASE OF THE RUHR, GERMANY.....	536
SLOT T21.S06   ROOM C9   DAVIDE PONZINI   POLITECNICO DI MILANO.....	538
684   FINDING THE DELICATE BALANCE BETWEEN KEY ACTORS IN POST-CONFLICT PLANNING .....	538
693   EXPATS AND THE CITY: THE SPATIALITIES OF THE HIGH-SKILLED TRANSNATIONAL MIGRANTS' LIVING IN THE CITY OF MOSCOW .....	538
709   THE FUTURE FESTIVALIZED HERITAGE CITY .....	539
940   SAFETY AS A KEY VARIABLE OF THE CITY. SKETCHING A COMPLEX SYSTEMS VIEW OF SAFETY/SECURITY .....	540
<b>13 JULY  14:30PM</b> .....	541
SLOT T01.S07   ROOM V0.03   ALESSANDRO BALDUCCI   POLITECNICO DI MILANO.....	541
769   BETWEEN PRAGMATISM AND INSTITUTIONAL CHANGE: THE CASE OF RETROFITTING URBAN MEGAPROJECTS .....	541
797   ISSUE ATTENTION CYCLES IN PLANNING SCIENCE – A DISCOURSE AND NETWORK ANALYSIS USING THE EXAMPLES OF ‘CLIMATE CHANGE’ AND ‘SHRINKING CITIES’ .....	541
814   CONCEPTUALIZING URBAN ONTOLOGICAL SECURITY: ‘BEING-IN-THE-CITY’ AND THE ROLE OF PLANNING .....	542
980   CONFLICTS BETWEEN EFFICIENCY AND CONSIDERATIONS IN URBAN PLANNING .....	542
1282   MANAGING SPATIAL DEVELOPMENT IN COMPLEX URBAN AND REGIONAL GOVERNANCE SYSTEMS: SUCCESSFUL PROJECT MANAGEMENT THROUGH PROGRAMME MANAGEMENT? .....	543
SLOT T01.S15   ROOM V0.04   JOÃO CABRAL   FA-ULISBOA.....	544
175   THE DEVELOPMENT OF CHINESE PLANNING THEORY SINCE THE 1978: A THEMATIC PERSPECTIVE .....	544
189   PLANNING POLITICS: POWER RELATIONS IN URBAN REGIMES.....	544
195   ‘SOCIAL INNOVATION’ AND CONTENTIOUS URBAN POLITICS: QUESTIONING THE INNOVATIVE POTENTIAL OF CIVIC RESPONSES TO CONTESTED URBAN DEVELOPMENTS IN BERLIN .....	545
437   PETER HALL (1932-2014) - FOSTERING THE EUROPEAN DIMENSION.....	546
884   THE AESTHETIC TURN IN POLITICAL PHILOSOPHY AND PLANNING: BRIDGING THE GAP BETWEEN HABERMASIAN AND AGONIST PLANNING APPROACHES .....	547
1155   SHIFTING PARADIGMS – TOWARDS PARTICIPATORY AND EFFECTIVE URBAN PLANNING IN GERMANY, RUSSIA AND UKRAINE.....	547
SLOT T03.S07   ROOM V1.03   LIA VASCONCELOS, ROBERTO ROCCO   FCT-UNL; UNIVERSITY OF FLORENCE .....	548
697   URBAN GRASSROOTS INITIATIVES: ACCESSIBLE SPACES OF DIALOGUE OR ÉLITE NICHES? OPEN QUESTIONS FROM BERLIN AND MILAN.....	548
725   LOCAL STRUGGLES, GLOBAL CONFLICTS: CREATING CONNECTIONS AND SPACES OF VOICES .....	548
754   INSURGENT CITIZENSHIP AND ITS UNFOLDINGS IN THE OCUPA O COCÓ INITIATIVE .....	549
834   EXPLORING HIDDEN OPPORTUNITIES IN SPACES OF CONFLICT – BUILDING UP COLLABORATIVE PROCESSES TO OVERCOME CONFLICT.....	550
894   THE ‘I’ IN ‘WE’: THE ROLE OF INDIVIDUALS IN COMMUNITY-LED INCREMENTAL URBAN DEVELOPMENTS .....	551
1011   BRITISH COMMUNITY ORGANISING AND THE FUTURE OF FRENCH PLANNING- TRUST, MISTRUST AND DISTRUST IN TWO BRITISH COMMUNITY ENERGY GROUPS .....	551

SLOT T04.S07   ROOM GA2   MERVE BASAK   MIDDLE EAST TECHNICAL UNIVERSITY .....	553
91   WHAT ROLE SHOULD THE PRIVATELY OWNED PUBLIC SPACE (POPS) PLAY IN THE OPEN SPACE SYSTEM OF A HIGH-DENSITY CITY: A CASE STUDY FROM OPENNESS PERSPECTIVE .....	553
322   PUBLIC REALM IMPLEMENTATION: THE ROLE OF CIVIL SOCIETY .....	553
459   RECLAIMING SPACES: FAMILY INCLUSIVE URBAN DESIGN .....	554
1207   CITY OF CHILDREN: BETWEEN STORYTELLING AND ONCE UPON A TIME ... ..	554
1276   PARTICIPATORY URBAN DESIGN: THE CASE OF DÜZCE HOPE HOMES PROJECT .....	555
SLOT T04.S15   ROOM GA4   RAFAEL PIZARRO   AMERICAN UNIVERSITY OF SHARJAH .....	556
124   STUDY ON THE OPTIMIZATION OF RESIDENTIAL SPACE IN RESOURCE BASED CITIES - A CASE STUDY OF YULIN .....	556
220   MAPPING THE ACTUALITY OF THE THEORETICAL FOUNDATIONS OF CONTEMPORARY URBAN FORM THINKERS. ....	556
307   PUBLIC SPACES AS A PLANNING DIMENSION: MILAN STUDY CASES AND POTENTIALITIES .....	557
396   TOWARDS PLACE-BASED ECOLOGICAL URBANISM: MERGING URBAN DESIGN PRESCRIPTIONS FOR PLACE-CREATION AND FOR CLIMATE CHANGE MITIGATION .....	558
614   TRANSNATIONAL URBAN DESIGN FIRMS AND LOCAL IMPLICATIONS FOR PLANNING .....	558
726   INTERSTITIAL SPACES: MOMENTS OF OPPORTUNITY AND MORPHOLOGICAL TRANSITION BETWEEN INFRASTRUCTURES AND BUILT FABRIC .....	559
SLOT T04.S23   ROOM GA5   MILTON MONTEJANO-CASTILLO   ESCUELA SUPERIOR DE INGENIERÍA Y ARQUITECTURA UNIDAD TECAMACHALCO, INSTITUTO POLITÉCNICO NACIONAL .....	560
1050   THE ROLE OF PUBLIC SPACE IN THE RECENT TRANSFORMATIONS OF MEXICO CITY. FROM PROTAGONIST TO FORGOTTEN ACTOR .....	560
1088   MONITORING UNIQUE EDUCATIONAL INSTITUTIONS REGARDING THEIR SPATIAL PATTERNS AND CHANGE: THE CASE OF HASANOGLAN HIGH VILLAGE INSTITUTE IN TURKEY .....	560
1194   THE ROLE OF URBAN ATMOSPHERE FOR NONE WORK ACTIVITY LOCATIONS .....	561
1277   PUBLIC SPACES AS BINDING FACTORS - PROMOTING SOCIAL INTERACTION IN THE DIVIDED CITY OF NICOSIA, CYPRUS .....	562
1287   PORTO AND LONDON ARE NOT THAT DIFFERENT AFTER ALL? REFLECTIONS ON RECENT URBAN TRANSFORMATIONS IN THE NEIGHBOURHOOD OF DALSTON (LONDON) AND PORTO'S HI .....	562
SLOT T05.S07   ROOM V1.09   STEPHAN PAULEIT   TECHNICAL UNIVERSITY OF MUNICH .....	564
217   POLITICAL CONFLICT ON SPATIAL PRACTICE AT URBAN PARKS IN TURKEY: CASES OF ANKARA AND İSTANBUL .....	564
273   PUBLIC SPACES PRODUCED BY COLLECTIVE EFFORT: COMMUNITY GARDENS IN ANKARA .....	564
798   GREEN INFRASTRUCTURE AS A TOOL TO GO BEYOND THE FORMAL DISTINCTION OF PUBLIC AND PRIVATE IN THE USE OF OPEN SPACE .....	565
1078   ALLOTMENT GARDENS IN LISBON (PORTUGAL): USER'S MOTIVATIONS AND INSIGHTS FOR URBAN PLANNING .....	566
SLOT T06.S07   ROOM V1.11   MATTEO BERZI   UNIVERSITAT AUTÒNOMA DE BARCELONA .....	567
839   MODELLING SUBJECTIVE PERCEPTION OF LANDSCAPE FOR LARGE AREAS AND ACROSS PUBLICS: A VALID CONTRIBUTION TO PLANNING ON A NATIONAL LEVEL?! .....	567
859   REGIONAL DESIGN .....	567
1169   IDENTIFYING SPACES OF INJUSTICE: THE MATTER OF SCALE .....	569
1285   SHAPING REGIONAL FUTURES: PERFORMANCES OF REGIONAL DESIGN IN EUROPEAN REGIONS .....	569
SLOT T07.S05   ROOM V1.12   ISABEL RAPOSO AND SÍLVIA JORGE   FA-ULISBOA .....	571
103   THE 'FOSTER CITY': THE DIFFERENT STRATA OF URBAN DIVERSITY IN A NEWLY-MIXED TOWN. 571	
246   THE STREET FOOD MARKET, TO BE OR NOT TO BE? A STUDY OF DIFFERENT GROUPS' INTEREST DIALOG BEHIND INFORMAL URBAN SPACE .....	571
293   MAPPING INFORMALITY: THE CASE OF STREET FOOD IN THEWET, BANGKOK .....	572
612   CONSULTANCY FIRMS AS INTERMEDIARIES: THEIR PERCEPTIONS ON COMMUNITY INVOLVEMENT IN URBAN DEVELOPMENT .....	573
1087   THE CHALLENGES OF URBAN DESIGN AND THE DEVELOPMENT OF EUROPEAN MULTICULTURAL CITY BETWEEN EAST AND WEST - IN THE CASE OF SARAJEVO .....	574
1270   RECONCILING GOALS OF SOCIAL AND PHYSICAL SUSTAINABILITY: AN EXAMINATION OF SPATIAL DIMENSION OF SOCIAL INTEGRATION IN TRONDHEIM, NORWAY .....	574
SLOT T08.S05   ROOM V1.14   JOÃO MOURATO   ICS-ULISBOA .....	576
584   REVEALING LOCAL ECONOMIES IN SUBURBAN LONDON: DEVELOPING EFFECTIVE METHODOLOGIES TO SUPPORT PLANNING POLICY .....	576



908   HOUSING SUBMARKETS AND THE DISTRIBUTION OF ADEQUATE HOUSING IN AMSTERDAM.....	576
1128   HYDRIC CRISIS, WATER MANAGEMENT AND SOCIO-SPATIAL INJUSTICE: CHALLENGES TO BE FACED FROM THE CASE OF THE EAST METROPOLITAN RIO DE JANEIRO.....	577
SLOT T10.S07   ROOM V1.16   YOAN MIOT   UNIVERSITÉ PARIS-EST MARNE-LA-VALLÉE - ECOLE D'URBANISME DE PARIS .....	579
450   TOURISM IMPACTS ON THE URBAN REHABILITATION PROCESS: THE CASE STUDY OF BAIXA POMBALINA, LISBON .....	579
583   URBAN REHABILITATION AND SUSTAINABLE MOBILITY OPTIONS FOR RESIDENTS - AN EXAMPLE FROM SOCIAL HOUSING IN VIENNA .....	579
685   INFORMAL URBANISM IN SHANGHAI HISTORIC BLOCKS: A PERSPECTIVE ON LONGMEN VILLAGE .....	580
1027   THE DEVELOPMENT AND IMPACT OF CULTURAL URBAN REGENERATION IN BEIJING-WITH CULTURE QUARTER, 798 ART DISTRICT AS EXAMPLE .....	581
1203   URBAN REVITALISATION AND THE ROLE OF URBAN PROJECTS IN CITIES MARKED BY THE HERITAGE OF VOLUNTARISTIC PLANNING: THE CASE OF GRENOBLE AND PÉCS.....	581
1257   THE PROVISION OF AFFORDABLE HOUSING IN TORONTO: NEW APPROACHES .....	582
SLOT T11.S06   ROOM V1.23   TIJANA DABOVIC   DEPARTMENT OF SPATIAL PLANNING FACULTY OF GEOGRAPHY UNIVERSITY OF BELGRADE.....	583
742   CONNECTING FOOD WITH PLANNING PROFESSION: A REVIEW PAPER ON THE DEVELOPMENT AND EVOLUTION OF URBAN FOOD PLANNING, EDUCATION AND RESEARCH.....	583
933   URBAN CULTIVATION AND THE LIVEABLE CITY. ....	583
1095   ANALYSIS OF THE AIR FLOW PERFORMANCE IN WARSAW IN YEARS 2002-2016.....	584
1170   HEALTY FOOD IN CITY: TRADITIONAL GROCERY VS CONTEMPORARY MOBILE FOOD VENDING	585
1190   'HEALTHY AND LIVABLE' CITIES IN THE ERA OF CRISIS: THE CASE OF THE GREEK MEDIUM SIZED CITIES .....	585
1297   RELATIONSHIPS BETWEEN HEALTH STATUS AND SOCIOECONOMIC AND HEALTH SERVICES INDICATORS DURING THE FINANCIAL CRISIS.....	586
SLOT T13.S07   ROOM V1.24   XAVIER DESJARDINS   UNIVERSITÉ PARIS-SORBONNE .....	587
133   MIND THE MINDEMYREN A NEW SPATIAL ANALYSES TOOL FOR LINKING BUILDING DENSIFICATION STRATEGIES TO PUBLIC TRANSPORT AND STREET NETWORK ACCESSIBILITY .....	587
250   THE EFFECTS OF LAND USE PATTERNS ON TOUR COMPLEXITY AND TOTAL DISTANCES TRAVELED BY MODE.....	587
257   INFLUENCE OF URBAN MORPHOLOGY ON THE USE OF BRT TRANSPORT SYSTEM.....	588
407   COMMUTING PATTERNS AND CAR DEPENDENCY IN URBAN REGIONS .....	588
585   CAR SHARING AND SOCIO-SPATIAL INJUSTICE .....	589
1149   IMPACTS OF RESIDENTIAL LOCATION ON TRAVEL ACROSS TRAVEL PURPOSES AND METROPOLITAN CONTEXTS: COMMUTING AND NON-WORK TRAVEL IN TWO METROPOLITAN AREAS.	590
SLOT T14.S03   ROOM V1.26   PAULO MORGADO   IGOT-ULISBOA.....	591
185   THE EVOLUTION OF NICHES? UNCOVERING THE UNTOLD POLITICS OF URBAN EXPERIMENTATION.....	591
333   A CLOSER LOOK INTO HOW LAND-USE, SOCIAL NETWORKS AND ICT INFLUENCE LOCATION CHOICE OF SOCIAL ACTIVITIES.....	591
1117   THE DIGITAL NATIVES AND THE FUTURE CITY: CONTRADICTIONS AND AMBIVALENCES .....	592
1143   SMART CITY STRATEGY AND URBAN INNOVATION: A MULTI-LEVEL PERSPECTIVE ANALYSIS ON THE CASE OF VIENNA.....	592
SLOT T15.S07   ROOM V1.25   ANDRE SORENSEN   UNIVERSITY OF TORONTO.....	594
258   DEVELOPMENT OF ENERGY POLICY: PROCRASTINATION, INCONSISTENCY AND CONSOLIDATION .....	594
432   GOVERNANCE REFORM, CHANGING PROPERTY RIGHTS, AND NEW PLANNING APPROACHES IN THE EUROPEAN PORT-CITY INTERFACE.....	594
778   FROM 'PLANNING-LED DEVELOPMENT' TO 'DEVELOPMENT-LED PLANNING' (AND BACK AGAIN): MUNICIPAL PLANNING IN THE GOVERNANCE OF SWEDISH URBAN DEVELOPMENT .....	595
900   SHIFTS AND TRAJECTORIES OF CHANGE IN SPATIAL PLANNING SYSTEMS - REFLECTIONS FROM NORTHERN EUROPE.....	596
1165   HOW CAN PUBLIC-PRIVATE PARTNERSHIP (PPP) APPROACH CONTRIBUTE TO A DYNAMIC BUT CONTROLLED URBAN DEVELOPMENT: THE CASE OF PPP IN SLOVENIA .....	596
1261   INSTITUTIONS IN URBAN SPACE: LAND, INFRASTRUCTURE, AND GOVERNANCE IN THE PRODUCTION OF URBAN PROPERTY .....	597

SLOT T17.S06   ROOM V1.27   PAULO SILVA   UNIVERSIDADE DE AVEIRO .....	598
543   STREET PORTRAITS OF OLD CITY STREETS UNDER NEW DATA ENVIRONMENT: TAKING THE BEIJING OLD CITY AS AN EXAMPLE .....	598
1072   URBAN SCHOOLYARDS OR NEIGHBOURING GREEN INFRASTRUCTURE AS SITES FOR SCIENCE INSTRUCTION AND LONG-TERM ENVIRONMENTAL MONITORING IN CITIES .....	598
1192   INFORMATION - COMMUNICATION TECHNOLOGIES AND MANAGEMENT PLANS FOR HERITAGE SITES .....	599
1241   DEMOCRATIC PLATAFORMS: FROM MUNICIPALISM APPROACH TO DEMO-CRATIC SPATIAL AGENCIES .....	600
SLOT T19.S07   ROOM V1.07   TERESA CALIX   FAUP .....	601
244   THE ROLE OF SPATIAL DEVELOPMENT IN THE ENERGY AND CLIMATE TRANSITION .....	601
337   GEOGRAPHY OF THE FOOD SUSTAINABILITY WITHIN THE URBAN FOOD POLICIES .....	601
699   AN OUTPUT OF PARADIGM-SHIFT IN URBAN PLANNING: "RESILIENT TRANSPORTATION" .....	602
811   DESIGN FOR ENERGY EFFICIENCY AND CLIMATE SENSITIVITY IN URBAN AREAS .....	603
893   CULTURAL HERITAGE AS RESILIENT DRIVING FORCE FOR THE NEXT ECONOMY IN THE PORT-CITY OF NAPLES .....	603
1142   REVITALISING BORDER TOWNS AND VILLAGES: NETWORK GOVERNANCE ON THE ISLAND OF IRELAND .....	604
SLOT T20.S05   ROOM C11   ADRIANNA KUPIDURA   UNIVERSITY OF WARSAW .....	606
142   PRESENCES, ABSENCES AND MEMORY IN URBAN SPACE, THROUGH A GENEALOGY OF THE PLACE NAMES .....	606
728   CONNECTIONS AROUND THE WORLD: INSURGENCIES, URBAN PLANNING AND PROTESTS .....	607
830   REGIONAL COHESION IN ETHNIC AND RELIGIOUS CONTEXTS: TAKING GERMANY AND CHINA AS EXAMPLES .....	608
986   HOW DOES SYRIAN CIVIL WAR IMPACT ON ANKARA, TURKEY? NEW MODES OF URBAN SPATIAL SEGREGATION .....	608
1188   THE SPATIALITY OF SOCIAL UN-RELATIONS: THE ARCHITECTURE OF FEAR AND SECURITY IN PORTO ALEGRE .....	609
SLOT T21.S07   ROOM C9   PETTER NAESS   NMBU .....	610
207   SHAPING THE CITY OF TOMORROW IN EAST ASIA: CONCEPTS, SCHEMES AND IDEAS FOR URBAN DEVELOPMENT FROM 1960S TO 2010, AND BEYOND .....	610
761   THE CHANGE OF URBAN SPATIAL FORMS AND ITS INFLUENCING FACTORS – FROM TOWN PLANNING IN THE UK TO COMMUNITY EVOLUTION IN SHANGHAI, CHINA .....	610
1003   INTERNET+ URBANIZATION IN LESS-DEVELOPED AREAS_CASE STUDY ON TAOBAO TOWNS AND VILLAGES IN CHINA .....	611
1115   SHAPING URBAN FUTURES INTO A GREAT HISTORY. VISIONS FOR CITIES FROM AN ANCIENT PAST .....	612
<b>14 JULY   14:30PM .....</b>	<b>613</b>
SLOT T01.S08   ROOM V0.03   TERESA FIDÉLIS   UNIVERSIDADE DE AVEIRO .....	613
760   CONFORMANCE VS PERFORMANCE: ZONING OF THE URBAN AGRICULTURAL ZONES IN TAIWAN .....	613
982   THE TRANSFORMATIVE POWER OF DIALOGUE IN SUSTAINABLE URBAN PLANNING .....	614
1197   CRITICAL DISTANCE IN URBAN PLANNING. WILL SMART, SUSTAINABLE AND RESILIENT NARRATIVES SAVE OUR CITIES? INSIGHTS FROM DELHI METROPOLITAN AREA .....	614
SLOT T01.S16   ROOM V0.04   ALESSANDRO BALDUCCI   POLITECNICO DI MILANO .....	616
117   VARIATION, DIVERSITY AND HYBRIDITY. THE IMPLEMENTATION OF THE FIRST AND SECOND GENERATIONS OF REGIONAL PLANNING STRATEGIES (RPS) IN NORWAY .....	616
119   LIBERTY, PROPERTY AND THE STATE: CONCEPTS, IDEOLOGIES AND THE INSTITUTION OF PLANNING - A METHOD OF ANALYSIS .....	616
141   LEARNING AND GOVERNANCE CULTURE IN PLANNING PRACTICE – THE CASE OF OTANIEMI .....	617
184   OPENING THE BLACK-BOX OF INSTITUTIONALIZATION: FIELDS OF ACTION AND PROCESSES OF NORMATIVE CHANGE IN RELATIONAL PLANNING .....	618
284   INCLUSIVE PLACE-BASED LEADERSHIP - A NEW BEACON FOR PLANNING THEORY, EDUCATION AND PRACTICE .....	618
523   ENTREPRENEURIAL ACTIVISM FOR URBAN DESIGN: THE CASE OF EUROPEAN'S ADAPTABLE CITY PROJECT .....	619
579   ACCOUNTING FOR TRANSACTION COSTS IN PLANNING POLICY EVALUATION .....	619
SLOT T03.S08   ROOM V1.03   LIA VASCONCELOS   FCT-UNL .....	621

848   SIMPLEXITY, COMPLICITY AND EMERGENT COLLECTIVITIES: INFORMAL URBANISM IN ROME ....	621
926   GOVERNANCE IN MUNICIPAL URBAN MANAGEMENT: DIVERSITY AND INTEGRATION OF ACTORS. THE BIP / ZIP PROGRAMME, LISBON. ....	622
995   REORGANIZATION OF STAKEHOLDERS IN URBAN MANAGEMENT. THE CASE OF PARTICIPATORY BUDGET IN LISBON .....	622
1029   PARTICIPATORY BUDGETING: CITIZENS' ENTREPRENEURSHIP, A FESTIVAL OF CREATIVITY OR LOCAL AUTHORITIES' WAY TO ADDRESS URGENT NEEDS IN BASIC INFRASTRUCTURE?.....	623
1098   SUSTAINABLE URBANISM AS THE ARENA FOR NEW COALITIONS: THE (SPATIAL) PRACTICES OF THE WALKABILITY MOVEMENT IN CHENNAI.....	625
SLOT T04.S08   ROOM GA2   CECILIA SCOPPETTA   INDEPENDENT RESEARCHER .....	626
170   ARTS AND CULTURE STRATEGIES FOR ACTIVATING NEIGHBOURHOOD PUBLIC SPACES: BRINGING ARTS TO THE HEARTLANDS OF SINGAPORE .....	626
283   CHRONICLING THE TRANSFORMATION OF THE HISTORIC CENTRE OF AREQUIPA (PERU): POLICY MOBILITY, INFORMAL CIRCUITS OF KNOWLEDGE AND LEARNING BY VIEWING.....	627
601   THE CITY FROM BELOW.....	627
727   A METHOD FOR MAPPING THE PUBLICITY-PRIVACY SPECTRUM IN AN IRANIAN BAZAAR: THE STRUCTURE OF THE TABRIZ BAZAAR AS A PUBLIC PLACE .....	628
856   THE ROLE OF FESTIVALS IN IDENTITY OF PLACE; A STUDY ON THE RELATIONSHIP BETWEEN PERCEPTION AND EXPERIENCE OF PLACE; CASE OF ŞEB-I ARUS .....	629
SLOT T04.S16   ROOM GA4   PATRICIA CANELAS   BARTLETT SCHOOL OF PLANNING, UCL .....	630
144   PLACE-MAKING WITH CONCENTRATED OWNERSHIPS .....	630
380   SHARING OF SPACES IN CITIES – INNOVATIONS IN REDEFINING THE BUILT ENVIRONMENT .....	630
638   POSSIBILITY AND MULTIPLICITY OF THE TEMPORARY COMMERCIAL PLACES .....	631
751   CHALLENGING COMMUNITY DIVERSITY THROUGH DIVERSE NEIGHBORHOOD DESIGN PRINCIPLE: A CASE STUDY OF WAT-KET, CHIANG MAI, THAILAND.....	631
1059   STREET MAGNITUDE: AN APPROACH FOR CITY EVALUATION.....	632
SLOT T04.S24   ROOM GA5   BERFU GOREN   ISTANBUL TECHNICAL UNIVERSITY.....	633
644   TRANSNATIONAL URBAN DESIGN FIRMS AND LOCAL IMPLICATIONS FOR PLANNING.....	633
847   LAND ACTION ON THE NEW URBAN FRONTIER .....	633
867   WALKABILITY ANALYSIS OF THE TOURISTICAL AREAS FOR SENIOR TOURISTS: THE CASE OF ISTANBUL IN SEARCH OF A 'HEALTHIER' AND 'AGE FRIENDLY' ENVIRONMENT .....	634
960   URBAN CODES INDUCING STREET LIFE, A POSSIBLE APPROACH FOR THE BRAZILIAN CASE .....	635
974   A CRITIQUE OF PUBLIC SPACE: FROM INTERACTION TO ATTRACTION.....	635
SLOT T06.S08   ROOM V1.11   KRISTIAN OLESEN   AALBORG UNIVERSITY.....	637
510   THE PORTUGUESE NATIONAL SPATIAL DEVELOPMENT PROGRAMME. EXPLORING THE CURBS AND CHALLENGES OF SPATIAL PLANNING AT A NATIONAL LEVEL .....	637
711   TOWARD TERRITORIAL COHESION WITH THE NATIONAL SPATIAL PLAN FOR ALBANIA 2030 .....	638
1106   AN INTEGRATED CONCEPT FOR A MORE BALANCED AND COHESIVE SPATIAL DEVELOPMENT IN ROMANIA.....	639
SLOT T07.S06   ROOM V1.12   INES MADARIAGA   UNIVERSIDAD POLITÉCNICA DE MADRID.....	640
221   PLANNING FOR DIVERSITY AND SUSTAINABLE SPATIAL PLANNING: RELIGION, SPACE, GENDER AND ETHNICITY .....	640
452   ANALYSING A GLOBAL SENSE OF PLACE BY USING COGNITIVE MAPS: A STUDY OF AFGHAN IMMIGRANT WOMEN IN AUCKLAND.....	640
547   CRITERIA FOR AN EFFECTIVE GENDER MAINSTREAMING OF THE NEW URBAN AGENDA: THE CASE OF DIRECTRICES DE ORDENACIÓN TERRITORIAL OF THE BASQUE GOVERNMENT .....	641
788   BOUNDARY-MAKING AROUND A .....	642
1094   BETWEEN THE GHETTO AND GAYTRIFICATION: LGBT NEIGHBORHOODS IN SOUTHERN EUROPE .....	642
1249   GENDERING SMART CITIES.....	643
SLOT T08.S06   ROOM V1.14   JOÃO MOURATO   ICS-ULISBOA .....	644
807   LOCAL POLITICS AND HOUSEHOLD SORTING AT THE METROPOLITAN LEVEL: THE CASE OF THE PORTO METROPOLITAN AREA IN PORTUGAL.....	644
1102   PLANNING WITHIN SCARCITY: CHANGING A GROWTH PARADIGM INTO A CAPABILITY APPROACH TO THE TERRITORIES? A VIEW FROM THE NORTHWEST OF PORTUGAL.....	644
1228   RESOURCE URBANISMS: HOW RESOURCES SHAPE URBAN FORM AND MOBILITY IN CITIES .....	645
1299   THE MENTAL HEALTH ATLAS AS TOOLS FOR AN COMPREHENSIVE SPATIAL BASED MANAGEMENT OF MENTAL HEALTH CARE.....	646

SLOT T10.S08   ROOM V1.16   ROELOF VERHAGE   INSTITUT D'URBANISME DE LYON, UNIVERSITÉ LUMIÈRE-LYON-II.....	647
316   KNOWLEDGE AND VISIBILITY OF COHOUSING. ACCEPTANCE OF COHOUSING IN MADRID SOCIETY .....	647
342   BRICOLAGE IN URBAN CO-HOUSING IN FINLAND – FROM MARGINAL TO MAINSTREAM? .....	647
378   MODELS OF URBAN REHABILITATION UNDER NEOLIBERALISM AND AUSTERITY: THE CASE OF PORTO.....	648
505   IT'S SAFE TO COME, WE'VE GOT LATTES: DEVELOPMENT DISPARITIES IN DETROIT .....	649
648   GATED COMMUNITIES IN TURKEY AS A GOVERNANCE STRUCTURE: ISTANBUL CASE.....	649
1201   A RESEARCH DESIGN FOR UNDERSTANDING SOCIAL DIMENSION OF PROPERTY-LED REGENERATION IN ISTANBUL.....	650
SLOT T12.S04   ROOM V1.15   PIOTR LORENS   GDANSK TECHNICAL UNIVERSITY .....	651
439   TOURISM IDENTITY IN SOCIAL MEDIA: THE CASE OF A CHINESE HISTORIC CITY, SUZHOU .....	651
990   LOVELY + CENTRAL + NEWLY RENOVATED THE IMPACT OF PEER TO PEER SHORT TERM LETTING ON URBAN FUNCTIONS AND ECONOMY .....	651
1189   TOURISM AND URBAN REGENERATION A CHALLENGE FOR URBAN CULTURE .....	652
1204   TOURISM, GLOCALIZATION AND URBAN REHABILITATION - TRANSFORMATIONS OF THE TOURISTIC ENVIRONMENT OF BAIXA IN LISBON.....	653
SLOT T13.S08   ROOM V1.24   FERNANDO NUNES DA SILVA   IST-ULISBOA.....	654
72   REACHING FOR SIMPLICITY; CITIZEN PARTICIPATION, COMPLEXITY THEORY AND THE TRANSPORT MEGAPROJECT.....	654
242   RE-POLITICIZING TRANSPORT WITH THE RIGHT TO THE CITY: HOW TO REVEAL POLITICAL-ECONOMIC CONTRADICTIONS OF FARE-FREE PUBLIC TRANSPORT PRACTICES? .....	655
702   A HEURISTIC FRAMEWORK FOR EXPLORING SITUATIONS OF UNCERTAINTY IN TRANSPORT PLANNING .....	655
947   FORMAL AND INFORMAL INSTITUTIONAL BARRIERS FOR INTEGRATING INFRASTRUCTURE AND LAND-USE PLANNING: A STUDY ON DUTCH INFRASTRUCTURE PLANNING PRACTICE .....	656
1135   UNSUSTAINABLE GROWTH OF URBAN TRANSPORT: QUESTIONING MAINSTREAM SUSTAINABILITY SOLUTIONS FOR TURKISH CITIES.....	656
1226   FUNDING AND FINANCING CONSTRAINTS FOR TRANSPORT SYSTEMS IN THE AFTERMATH OF INSTITUTIONAL DESIGN.....	658
SLOT T13.S09   ROOM V1.23   MILOS MLADENOVIC   AALTO UNIVERSITY.....	659
50   A STUDY OF THE SHOPPING BEHAVIOR OF YOUNG PEOPLE IN TOKYO, JAPAN .....	659
98   TRANSPORT MODES AND WAREHOUSING DEVELOPMENT .....	659
223   MOBICAMPUS-UDL: COMBINING WEB-BASED TRAVEL SURVEY AND SMARTPHONE APP DATA COLLECTION TO UNDERSTAND AND MANAGE UNIVERSITY URBAN MOBILITY BEHAVIOUR.....	660
323   CHANGING MOBILITY BEHAVIOURS IN ACADEMIA UNDER AUSTERITY .....	660
939   SUSTAINABLE MOBILITY AT FEUP .....	661
1075   RECLAIMING STREETS AS PLACES OF DIALOG: CAR-FREE SUNDAYS IN ISTANBUL AS AN EXPERIENCE OF SOCIAL DIMENSION OF TRANSPORTATION.....	662
SLOT T14.S04   ROOM V1.26   JOSÉ PUPPIM DE OLIVEIRA   FGV - GETÚLIO VARGAS FOUNDATION.....	663
104   CHALLENGES FOR THE FUTURE OF SMART CITIES FROM A GENDER PERSPECTIVE .....	663
419   GOVERNANCE FOR THE TRANSFORMATION TO SMART URBAN INFRASTRUCTURES.....	664
1130   PATH DEPENDENT ANALYSIS OF CITIZEN PARTICIPATION THROUGH ICTS: A COMPARISON STUDY OF TAIWAN AND THE NETHERLANDS .....	664
1222   SMART CITIES AND THE EMPOWERMENT OF CITIZENS .....	665
SLOT T15.S08   ROOM V1.25   MAGDALENA WAGNER   WROCLAW UNIVERSITY OF TECHNOLOGY .....	666
351   THE NEW PLANNING AMNESTY IN PORTUGAL: HOW FAR SHOULD PLANS ACCOMMODATE NONCOMPLIANT DEVELOPMENT?.....	666
595   A SOCIO-JURIDICAL CRITICISM TO URBANISTIC LAW FOR A NEW URBAN STRATEGY IN NATAL / RN / BRAZIL .....	667
888   THE NORWEGIAN PLANNING AND BUILDING ACT AND THE PLANNING STRATEGY - §10.1.....	667
1032   GROUP DECISION MAKING .....	668
1121   WHAT FACTORS AFFECT PUBLIC PARTICIPATION IN THE URBAN REDEVELOPMENT PLANNING PROCESS IN CHINA? .....	669
SLOT T16.S03   ROOM V1.27   MENDEL   UNIVERSITY OF AMSTERDAM .....	670
150   RESEARCH ON THE SPATIAL PERFORMANCE EVALUATION ABOUT INDUSTRIAL-LAND-USE IN MATURE URBANIZED REGION—A CASE STUDY OF NINGBO CITY IN YANGTZE RIVER DELTA.....	670

345   VISUAL INTERACTIVE SUPPORT FOR CROSS-DOMAIN SIMULATION AND NEW INFORMATION FLOWS IN EARLY STAGE PLANNING PROCESSES .....	670
402   LIVING LABS AS TOOLS TO SUPPORT THE POLICY MAKERS IN THEIR DECISION MAKING ON SUSTAINABLE URBAN AND TERRITORIAL DEVELOPMENTS .....	671
678   CHANGING ENERGY NEEDS. THE ROLE OF SPACE IN PRODUCING NEW MEANINGS OF ENERGY USAGE THROUGH SOCIAL INTERACTIONS .....	673
SLOT T19.S08   ROOM V1.07   TERESA CALIX   FAUP .....	674
64   A MODEL FOR THE PURSUIT OF ROBUST URBAN FORM .....	674
211   STUDY ON THE SPACE GROWTH BOUNDARY DELIMITATION OF MIZHI COUNTY IN CHINA BASED ON THE COMPACT DEVELOPMENT CONCEPT .....	674
256   A REVIEW OF APPROACHES AND CHALLENGES FOR SUSTAINABLE PLANNING IN URBAN PERIPHERIES.....	675
578   SPATIAL TRANSFORMATIONS THROUGH MIGRANT CRISIS IN GREECE .....	675
844   TWO PARADOXES OF ADAPTIVE PLANNING: MAPPING THE DYNAMICS OF SPATIAL REDEVELOPMENT THROUGH A MODEL OF SPATIAL FLUX .....	676
1238   DEVELOPING GOVERNANCE SOLUTIONS FOR CLIMATE CHANGE ADAPTATION: THE CASE OF CLIMADAPT.LOCAL.....	677
SLOT T19.S10   ROOM V1.08   RICHARD SLIUZAS   UNIVERSITY TWENTE .....	678
77   INTRODUCING THE SECURITY SENSITIVITY INDEX FOR EVALUATING URBAN VULNERABILITY IN THE BUILT ENVIRONMENT .....	678
125   SOCIAL SUSTAINABILITY: A NEW CONCEPTUAL FRAMEWORK.....	678
558   EVALUATING NEIGHBOURHOOD SUSTAINABILITY ASSESSMENT METHODOLOGY AS A LOCALIZATION TOOL FOR GLOBAL GOALS .....	679
864   ASSESSING THE SOCIAL DIMENSION IN URBAN RESILIENCE: THE CASE OF THE CITY OF LISBON .....	681
885   COLLECTIVE ENGAGEMENT IN MARINE ENVIRONMENTAL PLANNING AND MANAGEMENT: PROCESS AND OUTCOME EVALUATION OF PORTUGUESE CASE STUDIES.....	681
SLOT T20.S06   ROOM C11   SOFIA MORGADO   FA-ULISBOA .....	683
169   FROM MACRO-LEVEL POLICIES TO MICRO-LEVEL PRACTICES: CHANGING GLOBAL ECONOMIC LANDSCAPES AND PROLIFERATION OF MIDDLE CLASS GATED COMMUNITIES IN MEXICO .....	683
224   INSTITUTIONALISATION OF DRINKING WATER SUPPLY IN BENGALURU: TOWARDS WATER SECURITY.....	683
500   VALUING INDUSTRIAL HERITAGE: THE CASE OF LA GOCCIA, IN THE MILAN BOROUGH OF BOVISA (ITALY) .....	684
577   OUR CITY IS NOT FOR SALE! CITIES AND THE 'POLITICIZATION FROM BELOW' OF THE VISITOR ECONOMY .....	685
681   SOCIAL SEGREGATION IN ATHENS' METROPOLITAN AREA IN THE PRE-CRISIS PERIOD .....	685
1079   TRANSNATIONAL SPACES IN THE CITY, BETWEEN FRACTALIZATION AND DIVERSITY NEW RELATIONS BETWEEN CENTER AND PERIPHERY .....	686
<b>ROUNDTABLES .....</b>	<b>687</b>
14 JULY  09:00AM.....	687
14 JULY 11:15AM.....	689
<b>MOBILE WORKSHOPS .....</b>	<b>692</b>
12 JULY 15:00PM .....	692
<b>THEMATIC GROUPS MEETINGS.....</b>	<b>693</b>
13 JULY 13:00PM .....	693
<b>SOCIAL ACTIVITIES.....</b>	<b>694</b>
<b>INSTITUTIONAL ORGANISERS .....</b>	<b>695</b>
<b>CHARTER .....</b>	<b>696</b>
<b>LISBON AESOP ANNUAL CONGRESS 2017 .....</b>	<b>696</b>
<b>METRO NETWORK .....</b>	<b>697</b>
<b>USEFUL INFORMATION .....</b>	<b>697</b>





## AUTHOR INDEX

Abdesselem Mahmoud .....	362	Ana Catarina Luz .....	106, 246, 481, 568, 600
Adam Hamerla .....	170	Ana Clara Mourão Moura .....	122
Adam Radzimski .....	186	Ana Cláudia Proença .....	663
Adam Sheppard .....	279	Ana Fani Alessandri Carlos .....	134
Adelcke Rossetto .....	501	Ana Farias .....	296
Adrian Duss .....	329	Ana Ferreira .....	479
Adriana Diaconu .....	403	Ana Flavia Machado .....	498
Adriana Galderisi .....	130	Ana Louro .....	269
Adriana Kemp .....	72	Ana Mafalda Madureira .....	564
Agnes Förster .....	571	Ana Maria Fernandez-Maldonado .....	490
Aino Hirvola .....	141	Ana María Martín Castillejos .....	665
Ajay Agarwal .....	454	Ana Melo .....	498
Akkelies van Nes .....	589	Ana Mitic-Radulovic .....	213, 530
Aksel Ersoy .....	384	Ana Mônica .....	231, 669
Aksel Hagen .....	618	Ana Mônica Medeiros Ferreira .....	231, 669
Alain Thierstein .....	179, 308	Ana Morais de Sá .....	431
Alan Mace .....	244, 411	Ana Paula Baltazar .....	63
Alba Núñez .....	590	Ana Paula Falcão .....	353
Alberto Verde .....	169	Ana Paula Gomes Martins Pinto .....	365
Alcestis Rodi .....	237	Ana Paula Silva de Assis .....	467
Alda Avdic Alagic .....	208	Ana Peric .....	97, 273
Alderez Ferreira Fraga .....	365	Ana Rita Cruz .....	421
Aldrey Cristiane Iscaro .....	550, 609	Ana Rita Queirós .....	504, 624
Aleksandra Jedut .....	586	Ana Silva Fernandes .....	646
Alenka Fikfak .....	598	Anabela Salgueiro Narciso Ribeiro .....	108
Alessandra Casu .....	533	Anais Garcia Perez .....	649
Alessandra Mossa .....	244	Anastasia Loukaitou-Sideris .....	338
Alessandro Colombo .....	99	Anders Larson .....	423
Alessandro Massarente .....	169	Anderson Cavalcante .....	498
Alessia Allegri .....	228, 633	André Pedro Viegas Cabral Gonçalves .....	296
Alessia Calafiore .....	283	Andre Sorensen .....	599
Alessio Antonini .....	283	Andrea Frank .....	90
Alex Deffner .....	190, 375, 587	Andrea Gabilondo Cuellar .....	648
Alex O'Doherty .....	279	Andrea Medina Enríquez .....	419
Alexander Wilson .....	282	Andrea Rüdiger .....	112
Alexandra Gomes .....	78, 647	Andrea Suvák .....	485
Alexandra Lesnikowski .....	290	Andreanne Doyon .....	358
Alexandre Magno Alves Diniz .....	174	Andreas Brück .....	135, 307
Alexandre Pais .....	294	Andreas Gravert .....	543
Ali Madanipour .....	637	Andreas Obersteg .....	528
Alisa Korolova .....	399	Andreas Ortner .....	341
Almudena Nolasco Cirugeda .....	282	Andreas Schulze Baing .....	267
Alvaro Luis dos Santos Pereira .....	356	Andreas Voigt .....	181
Alys Solly .....	375	Andrew Tallon .....	355
Amro Kh Abdelalim .....	634	Andy Inch .....	69, 133
Ana Aguiar .....	663	Angel Aparicio .....	373
Ana Brandão .....	479, 481	Angela Barbanente .....	140, 414, 691
Ana Catarina Ferreira .....	99	Angela Connelly .....	448

Angela Million .....	307	Athena Yiannakou .....	567
Angelika Krehl.....	97	Auxialiadora Gomez Portillo .....	588
Angelique Trachana.....	665	Avril Maddrell .....	253
Angelo Corallo .....	445	Aylin Çelik .....	119
Anil Kashyap.....	632	Ayman M Ismail.....	634
Anisa Qorri .....	528, 640	Ayman M Ismail Abdellatif.....	316
Anita Grams .....	307	Ayman Zoubir.....	662
Ann Pisman .....	230	Aynur Uluç .....	516
Anna Geppert .....	363	Ayse Yonder.....	71
Anna Gralewska.....	491	Azadeh Arjomand Kermani .....	293
Anna Granath Hansson .....	341	Azime Tezer.....	202
Anna Helamaa .....	649	Barbara Černič Mali .....	334
Anna Kirveennummi .....	125	Barbara Paglioto .....	498
Anna Laura Palazzo .....	398	Barbara Pizzo .....	66, 291
Anna M. Hersperger.....	90, 93, 244, 256	Barbara Tempels.....	359
Anna Maiello.....	503	Barry Goodchild.....	128
Anna Małgorzata Jachimowicz.....	205	Basak Demires Ozkul .....	235
Anna Rodewald.....	308	Başar Özbilen.....	516
Annalisa Giampino .....	231	Beate Caesar .....	178
Annamaria Bagaini .....	462	Beatrice Galimberti .....	559
Anne Marel Hilbers .....	463	Beatriz Condessa.....	196, 352
Anne Timmermann .....	416	Beatriz Fernández.....	452
Anne Volkmann.....	219	Beatriz Mella Lira .....	194
Annekia Duschka Brand.....	293	Beatriz Pineda Revilla.....	675
Annelies Zoomers.....	188, 364	Beitske Boonstra .....	207
Anneloes van Noordt.....	603	Belinda Yuen.....	341
Antoine Decoville.....	262	Ben Davy .....	300
Antoine Paccoud.....	411	Ben Derudder .....	108
Antonella Maiello .....	503	Benedetta Marani.....	155
Antonello Romano .....	653	Beng Kiang Tan .....	628
Antonia Gravagnuolo.....	165	Benhao Xie .....	83, 390, 582
Antonio Ferreira.....	227, 424	Benjamin Buettner .....	425
Antonio Jesús Antequera Delgado.....	608	Berfu Guley Goren .....	636
Antonio Leone.....	214	Bernd Scholl .....	273
Antonio Raciti .....	381	Bertie Dockerill .....	149
António Ricardo Costa .....	581	Biba Tominc .....	75
Arata Yamamoto .....	371	Birgit Elands .....	481
Arend Jonkman.....	578	Bojana Bojanić Obad Šćitaroci.....	80
Aristeidis Sapounakis.....	164	Bojana Poledica .....	148
Arjan Harbers .....	439	Bowen Chen.....	88
Arne Tesli .....	248	Brady Collins .....	338
Arnoud Lagendijk .....	133	Brendan Murtagh .....	105
Arthur Kanonier .....	184	Bruno Amaral de Andrade.....	238
Arthur Schindelegger .....	184	Burcu Ateş .....	394
Artioli Francesca.....	352	Burcu Yaşlak.....	280
Arvid Strand .....	592	Büşra Durmaz .....	391
Ary A. Samsura .....	298, 370	Çağrı Imamoglu.....	473
Arzu Erturan Topgül .....	664	Caio Santo Amore.....	69
Asım Mustafa Ayten.....	518	Camila D'Ottaviano.....	69, 501
Astghik Grigoryan.....	154	Camilla Guadalupi .....	304
Athanasios Alexandru Gavrilidis .....	245	Camilla Perrone .....	151

Carey Curtis .....	348	Christine Kerrigan .....	78
Carina Pais .....	352	Christine Mady .....	384
Carina Wiekens .....	470	Christos Kousidonis .....	219
Carl Steinits .....	122	Chuan Wang .....	222, 459
Carl Steinitz .....	122	Chung-Tong Wu .....	537
Carla Rodrigues .....	532	Chun-Tzu Fan .....	301
Carlo Salone .....	295	Chun-Yu Zheng .....	105
Carlos Cardoso Ferreira .....	189, 513, 694	Çiğdem Findıklar .....	631
Carlos Garcia Alonso .....	648	Cihan Erçetin .....	391, 658
Carlos Henriques Ferreira .....	88, 655	Ciro Romelio Rodriguez-Añez .....	105
Carlos José Lopes Balsas .....	82	Claire Cleland .....	105
Carlos Rodrigues .....	335	Claire Colomb .....	687
Carmén Coelho .....	162	Claire Narraway .....	127
Carola Neugebauer .....	549	Clara Greed .....	642
Carolina Pacchi .....	550	Clara Musacchio .....	462
Caroline Câmara Benevides .....	353	Clarissa Figueiredo Sampaio Freitas .....	551
Caroline Creamer .....	606	Claudia Basta .....	464
Carsten Jahn Hansen .....	249	Claudia Cassatella .....	398
Catarina Cadima .....	662	Cláudia Maria Guedes Alcoforado .....	108
Caterina Di Giovanni .....	99	Claudia Meschiari .....	368
Catherine Guastavino .....	77, 78	Cláudia Viana .....	272, 568
Catherine Hammant .....	555	Cláudio de Magalhães .....	166
Cathrin Zengerling .....	112	Claudiu Runceanu .....	479
Ceciia Wong .....	173	Clémence Montagne .....	109
Cecília Andrade Fiúza .....	501	Clemens de Olde .....	176
Cecilia Scoppetta .....	372, 629	Colomb Claire .....	352
Cecília Silva .....	423, 663	Cristian I. Ioja .....	244
Cecilia Wong .....	333	Cristina Ampatzidou .....	434
Célia Ferreira .....	158	Cristina Branquinho .....	106, 246, 481, 568, 600
Célia Sousa Martins .....	419	Cristina Cavaco .....	224, 419, 639
Celina Martinez-Cañavate .....	522	Cristina Delgado Henriques .....	309
Ceren Sezer .....	326	Cristina García Nicolás .....	334
Chandrima Mukhopadhyay .....	407, 685	Cristina Gomes .....	455
Charles Hoch .....	97	Cristina Maria Paixão de Sousa .....	616
Charlotta Johansson .....	486	Crystal Legacy .....	348
Chen Bowen .....	296, 390	Cyril Blondel .....	401
Chen Kai .....	289	Daan Bossuyt .....	267
Chen Xiaojian .....	558	Dafna Carmon .....	524
Chen Yu-Wen .....	615	Dagmar Haase .....	568
Chiara Cocco .....	122	Dalit Shach-Pinsly .....	389, 680
Chiara Cortinovis .....	677	Damir Krajnik .....	270, 288
Chi-Yun Lee .....	585	Damla Karagoz .....	605
Cho Im Sik .....	167	Dana Shevah .....	573
Chris Hansion .....	128	Daniek Reijnders .....	556
Chris Steenhuis .....	556	Daniel Durrant .....	355, 455
Christian Hemkendreis .....	116	Daniel E. Orenstein .....	487
Christian Lamker .....	112, 138	Daniel Galland .....	114, 152
Christian Strauß .....	330	Daniel Miranda .....	294
Christian Zuidema .....	175	Daniel Steele .....	77, 78, 79
Christine Alewell .....	329	Daniela de Leo .....	306, 380
Christine Buser .....	329	Daniela Zupan .....	549

Daniele La Rosa .....	677	Eduardo Caceres .....	351
David Amborski .....	584	Eduardo Caceres-Morales .....	393
David Ashmore .....	348	Eduardo Castro .....	377
David Evers .....	195	Eduardo Henrique da Silva Oliveira .....	256
David Ludlow .....	519	Edward J. Sullivan .....	596
David S. Vale .....	272	Edward Jones .....	578
David Shaw .....	246	Edward Mitchell .....	276
David Smith .....	576	Edward Shepherd .....	185, 618
David Troupin .....	487	Efrat Eizenberg .....	544, 680
David Vale .....	515	Egidio Dansero .....	283
David Williams .....	355	Eider Muniategui Azcona .....	588
Davide Geneletti .....	677	Ekaterina Mikhailova .....	537
Davide Ponzini .....	560, 635	Ekin Erkan Nihal .....	467
Débora Andrade Gomes Moura .....	313	Eled Fagu .....	528, 640
Deborah Peel .....	269	Elek Pafka .....	324, 477
Deepak Bahl .....	257	Elena Gilcher .....	301
Deike Peters .....	110, 382	Elena Pede .....	173, 591
Dejan Djordjević .....	148	Elham Bahmanteymouri .....	221
Denis Maragno .....	448	Eli Støa .....	576
Denisa L. Badiu .....	244	Elif Aksel .....	473
Denise Kemper .....	331	Elif Kisar Koramaz .....	652
Denise Pessoa .....	99	Elina Alatalo .....	649
Deniz Can .....	314	Elina Kränzle .....	243
Derek Hyra .....	412	Elisa Maitre .....	388
Derk Loorbach .....	68	Elisabete Silva .....	203
Detlef Kurth .....	212	Elisabetta Di Cesare .....	122
Dexter Du .....	531	Elisabetta Vitale Brovarone .....	350
Diana Andreea Onose .....	245	Elisavet Thoidou .....	340, 535
Diana MacCallum .....	383	Eliza Hoxha .....	74
Dianne Crone .....	271	Ella Segal .....	487
Didem Kan-Kilic .....	159	Ellen Strøm Synnevåg .....	506
Didier Paris .....	498	Ellinoora Leino-Richert .....	125
Diego Gomez Baya .....	588	Eloisa Freire .....	579
Dimitrios Foutakis .....	535	Elsa Vivant .....	153, 465
Dimitris Milakis .....	349	Emília Malcata Rebelo .....	342
Diogo Abreu .....	455	Emily L. Rall .....	92, 246
Diogo Ribeiro .....	158, 343	Emin Yahya Menteşe .....	202
Dominic Stead .....	400, 446	Emma Gerard .....	358
Dominik Bothe .....	435, 672	Emma Puerari .....	68, 70
Dominik Schmitt .....	417	Emma Regina Morales Garcia de Alba .....	685
Dong Yang .....	600	Emmanuèle Cunningham-Sabot .....	452
Donna Houston .....	383	Enrica Papa .....	227, 424
Dorota Kamrowska-Zaluska .....	428	Enrico Gualini .....	547
Dulce Freire .....	568	Enrico Porfido .....	420
Duygu Cihanger .....	386, 465	Enrico Tommarchi .....	510
E.W. Stapper .....	575	Enza Lissandrello .....	616
Ebru Kurt .....	259	Eoin O'Neill .....	275, 621
Edda Bild .....	79	Eran Feitelson .....	430
Edib Uruci .....	182	Erblin Berisha .....	95
Eduarda Marques da Costa .....	269, 335, 401, 455	Erda Rindrasih .....	188
Eduardo Alberto Cusce Nobre .....	101, 367	Erica Treccozzi .....	130



Erlis Saputra.....	364	Frank Schulz .....	311
Esma Aksoy .....	610	Frank Witlox .....	108
Estelle Evrard.....	261	Frans Sijsma .....	463
Ester Limonad.....	134, 218	Franz Conen.....	329
Etiënne Rouwette.....	292	Franziska Sielker .....	400
Eva Álvarez de Andrés .....	312	Frederico Amado de Moura e Sá .....	556
Eva Favry.....	581	Frederico Canuto .....	64, 602
Eva Psatha .....	587	Frederik Epping .....	330
Eva Purkarthofer .....	491	Freke Caset .....	108
Ewald Wauters .....	603	Gabriel Pascariu .....	641
Fabi van Berkel .....	150	Gabriele Bolte .....	104
Fabian Wenner .....	179, 308	Gabriella Esposito De Vita .....	165
Fábio Cardona.....	552	Gael Sánchez-Rivas.....	126, 180
Fabio Mariz Goncalves .....	201	Gal Biran Belahuski.....	308
Fabio Vanin .....	611	Gareth Abrahams.....	333
Farzad Zamani Gharaghooshi.....	167	Gary Sands.....	651
Fátima Loureiro de Matos.....	343	Garyfallia Katsavounidou.....	489
Fatma Şenol .....	387, 439, 507, 644	Gavan Rafferty .....	70
Fatma Tanis.....	318	Gebhard Wulforthorst .....	425
Federica Gobattoni .....	214	George Liu.....	517
Federico Savini .....	593, 620, 675	Georgia Butina Watson .....	345
Fehmi Dogan.....	159	Georgia Lalou.....	375
Felix Agyemang .....	203	Georgia Pozoukidou .....	232
Femke Niekerk .....	323	Georgios A. Panetsos.....	86
Ferhan Gezici .....	409	Geraint Ellis.....	104, 105, 441
Fernanda Paula Oliveira .....	668	Geraldo Magela Costa .....	145
Fernando Alves.....	600	Gerard Hutter .....	137, 289
Fernando Cruz .....	171	Gergely Tagai.....	571
Fernando Nogueira.....	70	Gerhard Steinebach.....	301
Fernando Nunes da Silva .....	431	Gethin Davison .....	166
Fernando P. Santos .....	286	Giacomina di Salvo.....	291
Filipa Ferreira .....	552	Giacomo Magnabosco.....	212
Filipa Grilo.....	106, 246, 568, 600	Giacomo Pettenati .....	283
Filipa Serpa .....	101, 228	Giada Limongi.....	130
Filippo Magni.....	212	Giancarlo Cotella .....	95, 96, 173
Fitwi Wolday.....	592	Giancarlo Paba.....	151
Flavia Montenegro .....	495	Giangavino Pazzola .....	295
Flávia Silva .....	552	Gianluca Ferraro .....	441
Flint Shlomit.....	299, 403	Gi-Hyoung Cho.....	411
Florine Ballif.....	294	Gili Hakima-Koniak .....	487
Forster Ndubisi .....	531	Gilles Verpraet .....	688
Foteini Zigouri Lawyer.....	431	Giovanna Mangialardi.....	445
Francesca Perrone.....	462	Giovanni Vecchio.....	192, 348
Francesco Chiodelli.....	199, 337	Giulia Li Destri Nicosia.....	493
Francesco Fazzio.....	291	Giulia Melis.....	350
Francesco Lo Piccolo .....	231	Giulia Motta Zanin.....	129
Francesco Musco.....	212, 436, 448, 526	Giuliana Costa.....	378
Francisco C. Santos .....	286	Giulio Giovannoni.....	406
Francisco Serdoura .....	517	Giuseppe de Luca.....	614
Frank Eckardt.....	233	Glauco Bienenstein .....	579
Frank Othengrafen.....	139, 224	Glen Searle.....	221

Gloria Martinez Cousinou.....	588	Ifigeneia Dimitrakou.....	502
Gonçalo Santinha .....	636	Igor Vojnovic.....	651
Gorka Cubes .....	185	Ildiko Egyed .....	583
Grazia Concilio.....	70	Ilya Chubarov .....	537
Greet De Block.....	274	Ines Alberico .....	165
Greg Rybarczyk .....	350	Inês Boavida-Portugal .....	189
Gregoris Kalnis .....	463	Ines Calor .....	200, 668
Griet Juwet .....	435	Inês Guedes de Oliveira .....	556
Gripsiou Argyro .....	187, 687	Inés Sánchez de Madariaga .....	643
Gualtierio Bonvino.....	432	Ingrid Mulder .....	68
Gudrun Nahrendorf.....	190	Ioanna Katapidi .....	164
Guglielmo Ricciardi .....	533	Ioannis Daskalakis.....	362
Guido Boella.....	283	Iolanda Bianchi .....	153
Gul Simsek .....	562	Ipek Kastan Uzun .....	387
Gülden Erkut .....	259	Iqbal Hamiduddin.....	407
Guowei Lyu .....	272	Irene Bianchi .....	547
Hanna C. Schmitt .....	446	Isabel Breda Vázquez .....	155, 472
Hanna Mattila .....	549	Isabel Coimbra .....	472
Hanna Obracht-Prondzynska .....	491	Isabel Loupa Ramos .....	90, 196
Hans Leinfelder.....	522	Isabel Raposo .....	496
Haochen Shi.....	612	Isabel Tiago Oliveira .....	455
Harpa Stefansdottir.....	563, 592	Isabelle Klein.....	341
Hatice Aysun Ozkan .....	651	Isidoro Fasolino .....	211
Heidi Sinning.....	102	Ismail Demirdag .....	258
Helen Mulligan .....	452	Iwona Pielesiak .....	324
Helena Farrall .....	360, 552	Izabela Mironowicz .....	118
Helena Leino .....	339	J. Arts .....	658
Helena Linzer .....	181	J. Peter Clinch.....	275, 621
Heloisa Soares de Moura Costa.....	329	J.K. Wiersma .....	590
Hilde Nymoen Rørtveit.....	576	Jan Bondaruk.....	170
Hilde Remøy .....	673	Jan Cholewiński.....	586
Hirokazu Abe.....	328	Jan Scheurer.....	348, 424
Hong Geng .....	93, 408	Jan Schreurs.....	469
Hongyan Li .....	87	Janelle Derksen .....	341
Hossam Hewidy .....	494	Janez Grom .....	598
Howard Ramos.....	341	Jason Byrne .....	383
Hrishikesh Ballal .....	122	Jason Hackworth .....	536
Hsiao Ching Lin.....	555	Javier Alvarez Galvez .....	588
Hsiao-Yu Chou .....	240	Javina Medina .....	75
Hsiu-Tzu Betty Chang.....	301, 585	Jean Hillier .....	383
Hsiu-Tzu Chang.....	240	Jeanette Eckert .....	651
Huaxiong Jiang .....	519	Jeffrey Hou .....	242
Hui Lyu .....	594	Jelte van den Broek.....	397
Hui Qian.....	333	Jenni Kuoppa.....	649
Huixia Lei.....	287	Jeong-Il Park.....	258
Iago Lestegás.....	100	Jeongseob Kim .....	411
Ian Mell .....	246	Jeremy Carter.....	448
Ian Smith .....	383	Jesse Hoffman .....	215
Ibrahim Abaid.....	473	Jessica Ferm.....	578
Ida Castelnuovo .....	378	Jessica Soraya Pineda Zumaran .....	629
Idan Porat .....	389	Jia Geng .....	88, 296, 477, 613

Jian Kang .....	80	Jorge Pinho de Sousa .....	454
Jianqiang Yang .....	405	Jorge Rocha .....	189, 513
Jiaying Huang .....	393	Joris Van Wezemael .....	286
JiaYing Huang .....	676	Jorn van de Wetering .....	531
Jill L Grant .....	341	Jos Arts .....	175, 463
Jincheng Weng .....	162	Jose A. Puppim de Oliveira .....	429
Jing Qiao .....	408	Jose Alberto Salinas Perez .....	588, 648
Jo Phillips .....	656	José Alves .....	455
Joana Almeida .....	581	José Antunes Ferreira .....	196
Joana de Mesquita Lima .....	540	José C. Ferreira .....	552
Joana Dias .....	683	José Carlos Mota .....	70
Joana Guimarães .....	556	José Costa .....	646
Joana Rita Pereira .....	88	José Luís Crespo .....	309, 504, 624
Joana Sousa .....	322	José Manuel Pagés Sánchez .....	596
Joana Vieira .....	106, 246, 404, 600	José Manuel Simões .....	513
João António de Abreu e Silva .....	593	José Miguel Fernandez-Güell .....	312
João Cabral .....	309	José Vargas Hernandez .....	536
João de Abreu e Silva .....	442, 454, 589	José-Miguel Fernández-Güell .....	285
João Farias Rovati .....	69	Jotte de Koning .....	68
João Ferrão .....	679	Juan Angel Demerutis-Arenas .....	145
João Ferreira Bento .....	117	Juan Camilo Osorio .....	71
João Manuel Pereira de Carvalho .....	154	Juergen Kufner .....	65
João Marrana .....	517	Julia Forster .....	181, 435, 672
João Mourato .....	679	Julia Fredriksson .....	385
João Pedro Costa .....	224, 540, 639	Julia Pechhacker .....	181
João Pedro Reis .....	525	Julia Rey Perez .....	293, 686
João Peixoto .....	455	Julie Mah .....	450
João Rafael Santos .....	84, 228	Julio A. Soria-Lara .....	657
João Seixas .....	100	June Martin .....	531
João Silva Leite .....	84, 561	Jupira Gomes de Mendonça .....	174
João Teixeira .....	663	Juval Portugali .....	286
Joerg Knieling .....	297	Kaisa Schmidt-Thomé .....	619
Johann Bröthaler .....	256	Kalliopi Sapountzaki .....	362
Johanna Tuomisaari .....	487	Kang Cao .....	546
Johannes Klein .....	290	Kareem Ismail .....	420, 534
Johannes Novy .....	687	Karen Davison .....	321
John Handley .....	448	Karien Dekker .....	339
John Stone .....	348	Karin Hiltgartner .....	280
John Sturzaker .....	149	Karin Pfeffer .....	79, 272, 675
Jonathan Metzger .....	597	Karina Pallagst .....	98, 536
Jonny Aspen .....	234	Karl Friedhelm Fischer .....	394
Joon Sik Kim .....	653	Karoline Jacobsen Kvalvik .....	669
Joost Tennekes .....	275	Karsten Rusche .....	330
Jörg Knieling .....	523, 528	Katalin Kovács .....	571
Jörg Plöger .....	97	Katarzyna Goch .....	110, 586
Jorge Baptista e Silva .....	353	Katarzyna Osińska-Skotak .....	586
Jorge Bassani .....	69	Katarzyna Piskorek .....	135, 625
Jorge Carvalho .....	352	Katayoun Karampour .....	302
Jorge M. Pacheco .....	286	Kate Pangbourne .....	349
Jorge Malheiros .....	455	Katharina Gugerell .....	434
Jorge Nunes .....	162	Katharina Klindworth .....	297

Kati Vierikko.....	481	Lídio Galinho.....	294
Katie McClymont.....	253, 303	Liesbeth Huybrechts .....	230
Katrin Grossmann.....	147	Lili Fu.....	405
Katrin Paadam.....	120, 313	Lilian van Karnenbeek.....	471
Katrina Raynor .....	358	Liliana Fonseca.....	335
Keiro Hattori.....	661	Linda Carton .....	298, 370, 440
Ken Tamminga.....	396	Linda Fox-Rogers .....	144
Kevser Üstündag .....	664	Linda McElduff.....	131
Kiera Chapman .....	61, 689, 690, 691, 692, 693	Linda Nijland .....	292
Kim Carlotta von Schönfeld .....	470	Liu Dan .....	211
Kimmo Lapintie.....	171, 374, 494	Liu Xiaochang .....	120, 121
Kirsten Hackenbroch.....	627	Liyao Wang .....	612, 671
Kivanc Ertugay.....	438	Lorena Melgaço .....	63, 156
Kjell Harvold.....	248	Lorenza Maria Sganzenza.....	603
Kobe Boussauw.....	108, 192	Lorenzo Raimondo De Vidovich .....	73
Kolbein Halkjelsvik .....	74	Louafi Bouzouina.....	662
Kong Lingyu.....	121	Louis Albrechts.....	140
Konstantina-Dimitra Salata .....	567	Louise O’Kane .....	70
Konstantinos Lalenis.....	115, 431	Lua Bittencourt .....	160
Kostas Mouratidis.....	506	Luca Bertolini.....	272, 590, 593, 675
Koszevska Joanna Maria.....	197	Luca Staricco .....	350, 591
Krister Olsson.....	151	Luca Tricarico .....	348
Kristian Jambrošić.....	80	Lucertini Giulia.....	526
Kristian Olesen .....	249	Lucia Caistor-Arendar .....	504, 624
Kristina L Nilsson .....	486, 544	Lucia Martínez-Quintana .....	393
Kristof Van Assche .....	534	Lucia Nucci .....	587
Ksenija Lalovic.....	530	Luciana Teixeira de Andrade .....	174
Laura A. Reese.....	651	Luis Encalada.....	189, 513
Laura Alonso Perez .....	648	Luis Inostroza .....	169, 170, 526
Laura Grassini.....	414	Luis Miguel Valenzuela-Montes .....	657
Laura Saija .....	381, 462	Luis Salvador Carulla .....	648
Laura Schatz .....	451	Luís Sanchez Carvalho.....	228, 287
Laurence de Carlo.....	553	Luísa Batista .....	527
Lavanya Jothi Venkatachalam .....	167	Luisa Pedrazzini.....	332
Lavinia Pereira .....	133	Luísa Schmidt .....	679
Lea Petrović Krajnik .....	270, 288	Luiz Carvalho Filho.....	637
Ledio Allkja.....	264	Lukas Gilliard .....	308
Lee Crookes .....	69	Lukas Löschner .....	128
Lei Wang.....	248	Lukas Smas.....	598
Leith Deacon .....	534	Luuk Boelens .....	208
Leng Hong.....	105	M. Reza Shirazi.....	345
Lenka Svecova.....	207	M. van der Veen .....	575
Leonie Janssen-Jansen.....	470	M.T. van Geet .....	658
Leonore M. Wenzel .....	329	Maarten Hajer .....	215
Leticia Serrano Estrada .....	282	Maartijn van den Hurk .....	357
Li Shuo .....	672	Magdalena Wagner .....	205, 670
Li Sinyi.....	196	Maija Tiitu.....	171
Lia Vasconcelos.....	552, 683	Maiken Granberg .....	585
Liang Fengcheng .....	672	Maisa Totry Fakhoury.....	236
Lianopoulou Vasiliki .....	677	Malcolm Araos .....	290
Libera Amenta.....	673	Malcolm Tait.....	61, 493

Małgorzata Barbara Havel .....	430	Mark Oranje.....	117
Maliheh Hashemi Tilenoi .....	363	Mark Scott .....	346
Mandy Singer-Brodowski .....	147	Mark Tewdwr-Jones.....	282
Manfred Kühn.....	546	Markku Lehtonen .....	553
Manuel Fernandes de Sá.....	646	Markku Wilenius .....	125
Manuel Mello .....	581	Markus Laine.....	649
Manuela Fonte.....	228	Markus Neuhaus .....	273
Manuela Madeddu.....	237	Marleen Buizer .....	146
Marc Glaudemans .....	208	Marta Maria Ferreira Aldrabinha .....	317
Marcin Dabrowski .....	130	Marta Rusin .....	491
Marcin Dąbrowski .....	446, 625	Martin Sondermann .....	304
Marcin Spyra .....	170, 677	Martin Wickel .....	112
Marco Allegra .....	99	Martina Orsini.....	559
Marco Cremaschi.....	396	Masa Mikola .....	339
Marco Santangelo .....	173	Massimo Bricocoli .....	155
Marco te Brömmelstroet.....	515	Matej Niksic.....	75, 598
Marcus Owens .....	635	Matt Grant.....	149
Margarida Monteiro de Barros .....	683	Matteo Berzi .....	400
Margarida Pereira.....	668	Matteo Poli .....	635
Margarida Perestrelo .....	421	Matthew F Gebhardt .....	103
Margarida Queirós .....	291, 645, 667	Matthijs Roos .....	441
Margarida Santos-Reis .....	106, 246, 481, 568, 600	Matti Fritsch .....	489
Margherita Giuffré.....	291	Mattias Qvistrom.....	274, 346
Margo van den Brink.....	397	Matyas Jaschitz .....	262
Maria Assunção Gato .....	421	Maurizio Pioletti .....	173, 526
Maria Beatrice Andreucci .....	398	Mauro Pereira.....	272, 515
Maria da Graça Moreira .....	322, 624, 654	Maxwell Hartt .....	536
Maria de Fátima Ferreira .....	616	May El Adasy .....	316
Maria Fátima Ferreira.....	421	Mayara Moraes Monteiro .....	454
Maria Håkansson .....	151	Meijie Wang.....	88, 320
Maria João Moreira .....	455	Meike Levin-Keitel .....	224
Maria Lucia Refinetti Martins .....	356, 380	Meirav Aharon Gutman .....	438
Maria Luis Roderó Cosano.....	648	Melika Levelt .....	150
Maria Luisa Roderó Cosano.....	588	Meltem Şenol Balaban.....	364
Maria Partidario.....	508	Mencia Ruiz Gutierrez-Colosia.....	648
Maria Rosaria Stufano Melone .....	458	Mendel Giezen.....	678
Maria Rosario Partidario.....	372	Meng Meng.....	130
Maria Rosário Partidário.....	683	Meng Zhang .....	513
Maria Spandou .....	660	Mengwei Gao .....	85, 172, 483
Maria Teresa Garcia.....	455	Mercedes .....	71
Marian Günzel .....	543	Meri Juntti .....	407
Marica Castigliano .....	605	Merve Basak.....	557
Marija Kukoleca .....	564	Merve Demiroz .....	483
Marijn van de Weijer .....	325	Miao Qiao .....	173, 497
Marina Gaboleiro Carreiras .....	255	Michael Edema Leary-Owhin.....	217
Marina Vasarini Lopes.....	379	Michael Edwards.....	578
Mario Reimer .....	139, 485	Michael Getzner .....	256
Marion Roberts .....	160	Michael Gregory Lloyd .....	278
Marios Goudas.....	271	Michael Gunder .....	457
Marjolijn Claeys .....	522	Michael Hebbert.....	548
Mark Baker .....	173, 175	Michael Neuman .....	569, 623



Michael Roth .....	569	Neale Blair .....	321, 606
Michael Ryckewaert .....	435	Nelson Mileu .....	171, 291
Michał Szkibieli .....	586	Nicholas Low .....	464
Michela Teobaldi .....	653	Nick Cavill .....	271
Michelangelo Russo .....	605	Nick Gallent .....	184, 407
Michele Campagna .....	122, 284	Nicola da Schio .....	192
Michele Dalla Fontana .....	436	Nicola Livingstone .....	355, 407
Michele Grimaldi .....	211	Nicola Martinelli .....	445
Mick Lennon .....	346	Nicolas Balcom Raleigh .....	125
Miguel Ângelo Fonseca .....	266	Nik Luka .....	274
Miguel Baptista-Bastos .....	234	Nikolai Roskamm .....	242
Miguel L. Navarro-Ligero .....	657	Nils Björling .....	209
Miguel Padeiro .....	106	Nilton Ricoy Torres .....	61
Miguel Saraiva .....	158, 343	Nina Gorsic .....	75
Miguel Serra .....	444	Nina Haellgren .....	81
Miguel Silva Graça .....	252	Nina Hagemann .....	147
Miha Konjar .....	598	Nina Mascarenhas .....	628
Mihai R. Nita .....	244	Nino Chachava .....	190
Mihai Razvan Nita .....	245	Noriko Otsuka .....	328
Mike Raco .....	355	Nuno Guedes .....	556
Milan Martinovic .....	427	Nuno Marques da Costa .....	269, 335, 415, 667
Mildred Moreno-Villanueva .....	562	Nuno Miguel David .....	171
Milja Heikkinen .....	290	Nuno Rodrigues .....	520
Milos Mladenovic .....	226, 349	Nuno Travasso .....	646
Milton Montejano-Castillo .....	562	Nurit Alfasi .....	82, 236
Mina di Marino .....	171, 494	Oksana Chabanyuk .....	266
Mingming Zhu .....	477, 573, 613	Olivia Bina .....	133
Miriam Schwedler .....	417	Olivier Sykes .....	333
Mohsen Mohammadzadeh .....	458	Ondrej Bohac .....	207
Mojca Golobič .....	245	Onur Tümtürk .....	124
Mona Abdelwahab .....	460	Osman Balaban .....	193
Monica Gruzmacher .....	534	Osten Axelsson .....	76
Mónica Matos .....	513	Oswald Devisch .....	230, 469
Mônica Mesquita .....	294, 312	Owen Douglas .....	346
Monika Piotrkowska .....	110	Oya Memlük .....	465
Monique Lehnertz .....	520	Özge Yenigün .....	412, 494
Muhammed Ziya Paköz .....	518	Özlem Arslan .....	644
Mura Quigley .....	321	Özlem Kevseroğlu Durmuş .....	518
Muzeyyen Anil Senyel .....	177, 566	Pablo Elinbaum .....	114, 152
Myrsini Fotopoulou .....	687	Pablo Martí .....	282
Nadia Arab .....	504	Pantoleon Skayannis .....	271, 409
Nadia Caruso .....	265	Paola Briata .....	378
Nadia Nur .....	623	Paola Rizzi .....	633
Nadja Penko Seidl .....	245	Paolo de Martino .....	605
Naggila Taissa Silva Frota .....	551	Pascale L. Blyth .....	349
Naja Marot .....	334	Pat McAllister .....	185
Naka Matsumoto .....	254	Patricia Canelas .....	632
Nancy Kretschmann .....	523	Patricia Hammer .....	536
Natalia Pertiwi Ginting .....	535	Patrícia Silva .....	504, 624
Natasa Colic .....	95	Patrick Witte .....	188, 519
Nazire Diker .....	210	Paul Burton .....	215

Paul Nolan .....	246	Raine Mäntysalo .....	141, 619
Paula Albuquerque .....	455	Rainer Randolph .....	67, 250
Paula Gonçalves .....	106, 246, 481, 568, 600	Ramin Keivani .....	345
Paula Grant .....	149	Ramzi Farhat .....	239
Paula Guerra .....	158	Randal Pompeu .....	188
Paula Morais .....	86	Raphael Sieber .....	112, 507
Paula Quentin .....	104	Raquel C. Mendes .....	600
Paulette Duarte .....	343	Raquel Mendes .....	106
Pauline Niesseron .....	411	Ravit Hananel .....	501
Paulo Batista .....	377	Rebecca Leshinsky .....	115
Paulo Morgado .....	667	Rebecca Sharpe .....	128
Paulo Pinho .....	436, 444, 527, 662	Regina Bienenstein .....	579
Paulo Pires .....	644	Remco E de Koning .....	589
Paulo Silva .....	123, 360	Remi Wacogne .....	686
Paulo Vitor Siffert .....	263	Ren Zheng .....	672
Pedro Brandão .....	479, 481	Renata Maia de Paula .....	188
Pedro Costa .....	421, 644	Renate Bornberg .....	320
Pedro George .....	162, 367	Richard Hu .....	166
Pedro Janela Pinto .....	525	Richard J. Nunes .....	531
Pedro Mendes .....	72	Richard Sliuzas .....	449
Pedro Palma .....	335	Rieke Hansen .....	91, 92
Pedro Pinho .....	106, 246, 600	Rita Padawangi .....	628
Peter Ache .....	133	Roar Amdam .....	506
Peter Pelzer .....	215	Rob Atkinson .....	355
Peter Rees .....	237	Rob Comber .....	282
Peter Roebeling .....	532	Rob van Vliet .....	545
Peter Schmitt .....	598	Robbert van Driessche .....	133
Peter Schwinger .....	109	Robert B. Gibson .....	508
Peter Vervoort .....	230	Robert Freestone .....	166, 215
Peter Wyatt .....	185	Roberta Floris .....	284
Petri Kahila .....	489	Roberta Lavarone .....	165
Petter Næss .....	592	Roberto Luis Monte-Mor .....	232
Philip Black .....	386	Roberto Parotto .....	291
Phoebe Stirling .....	407	Roberto Rocco .....	201, 490
Pierangelo Massa .....	284	Robin Goodman .....	215
Pieter van Wesemael .....	517	Robin Hambleton .....	303, 620
Pietro Elisei .....	428	Rocio Perez-Campana .....	401
Pilar Campoy Muñoz .....	588, 648	Rodrigo Reis .....	105
Piotr Rodak .....	586	Roelof Verhage .....	265
Pongpisit Huyakorn .....	633	Rogério Palhares Zschaber de Araújo .....	122, 329
Priscilla Ananian .....	426	Roja Tafaroji .....	642
Qi Li .....	475	Rolee Aranya .....	576
Qinghua Zhou .....	287	Romain Dumoulin .....	78
Qixuan Wang .....	573	Romina D'ascanio .....	398
Quyen Duong .....	628	Ronald Buliung .....	417
Rachel Kallus .....	71, 147	Roode Liias .....	120, 313
Rachelle Alterman .....	200, 524	Rosa Branco .....	650
Radina Vassileva .....	627	Rosa Danenberg .....	241
Rafael Pizarro .....	560	Rosário Macário .....	660
Raffaele Pelorosso .....	214	Rowland Atkinson .....	493
Raffaele Pernice .....	612	Rozana Darwich .....	200

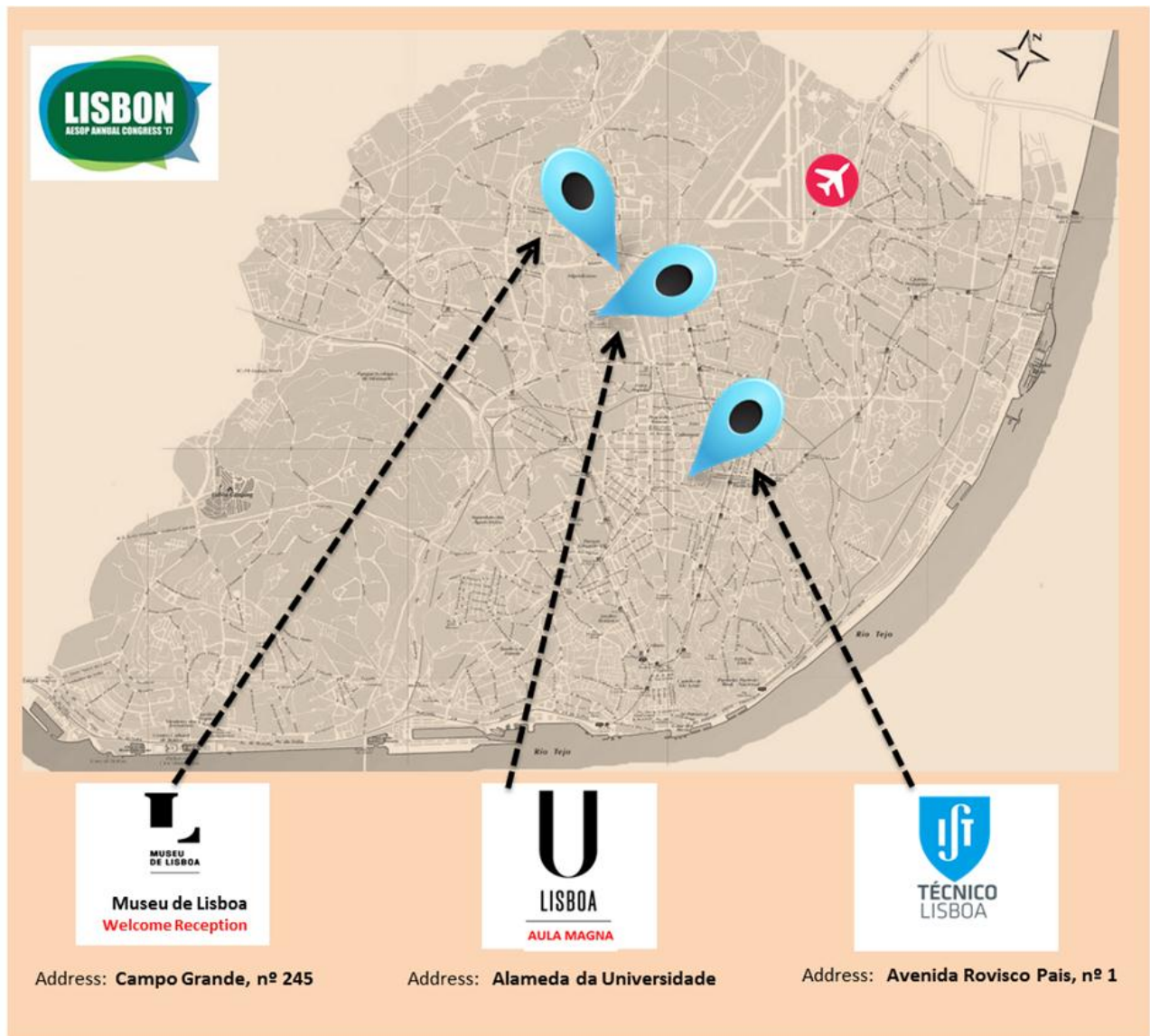
Rozanne Spijkerboer .....	175	Sezen Tarakci .....	113
Ruben Bouwman .....	470	Shamay Assif .....	487
Ruben Fernandes .....	436, 646	Sharon Wohl .....	124, 202
Rubén-Camilo Lois-González .....	100	Shelly Hefetz .....	71
Rui Colaço .....	442	Sherif Zakhour .....	597
Ruibing Kou .....	104	Shu Wang .....	513
S. Lenferink .....	658	Sila Ceren Varis .....	610
Sabina Maslova .....	540	Sila Ceren Varış .....	562
Sabina Mujkic .....	576, 598	Sílvia Ávila de Sousa .....	538
Sabina-Maria Dimitriu .....	428	Sílvia de Almeida Cardoso .....	254
Sabine Baumgart .....	104	Silvia Fernández Marín .....	181
Sabine Knierbein .....	242, 299	Sílvia Jorge .....	405
Sabine Weck .....	97, 538	Sílvia Leiria Viegas .....	252
Saehoon Kim .....	474	Silvia Tobias .....	329
Sahar Ghanipoor Machiani .....	226	Silvio Hildebrandt .....	569
Sahar Pouya .....	235	Simge Ozdal Oktay .....	681
Samuel Nel-lo Deakin .....	515	Simo Syrman .....	619
Sanaz Alian .....	163	Simona R. Gradinaru .....	93
Sanaz Bozorg Chenani .....	226	Simone Ferreira Gatti .....	101
Sandra Huning .....	147, 311, 382	Simone Tulumello .....	99
Sandra Treija .....	268, 399	Simonetta Armondi .....	142
Sandro Fabbro .....	497	Sina Shahab .....	275, 621
Sara Bonini Baraldi .....	295	Sinem Metin Kacar .....	409
Sara Caramaschi .....	587	Sirirat Sornprasit .....	574
Sara Encarnação .....	286	Sirkku Juhola .....	290
Sara Ferguson .....	105	Sisi Liang .....	478
Sara Santos Cruz .....	322	Siyuan Tang .....	573
Sara Smaal .....	553	Socrates Stratis .....	621
Sara Sucena .....	564	Sofia Arrias Bittencourt .....	356, 380
Sara Uchoa Araújo Silva .....	501	Sofia Morgado .....	162, 367
Sarah Abdel Magid .....	316	Sofia Simões Santos .....	238
Sarah Dubeaux .....	452	Sofiia Löfgren .....	486
Sari Puustinen .....	125, 542	Solmaz Yadollahi .....	630
Sarolta Németh .....	489	Sónia Alves .....	337, 650
Schroeder Carolin .....	418	Sonia Freire Trigo .....	166
Sebastian Dembski .....	498	Sonja Kahlmeier .....	271
Sebastião F.A Santos .....	616	Sonja Lakic .....	369
Sebastião M.F. Bhatt .....	391, 499	Sophie Elsmore .....	195
Seckin Ciris .....	604	Sophie Sturup .....	464
Semiha Yilmazer .....	76	Sotiria Katsafadou .....	375
Seong Bo Yoon .....	411	Špela Kolarič .....	334
Seppe De Blust .....	469	Stan Geertman .....	519
Serap Kayasu .....	562	Stan Majoor .....	297, 543
Serena Micheletti .....	164	Stavridou Kyriaki .....	677
Sérgio Barreiros Proença .....	447	Stefan Verweij .....	397, 470
Sergio Freire .....	449	Stefania Fiorentino .....	427
Sergio Moraes .....	249	Stefania Oppido .....	164
Sérgio Padrão Fernandes .....	326	Stefania Ragozino .....	164
Sevim Pelin Özkan .....	439	Stefania Sabatinelli .....	155
Sevkiye Sence Turk .....	113, 651	Stefano Moroni .....	337, 359
Seyedsomayeh Taheri Moosavi .....	448	Stefano Picascia .....	653

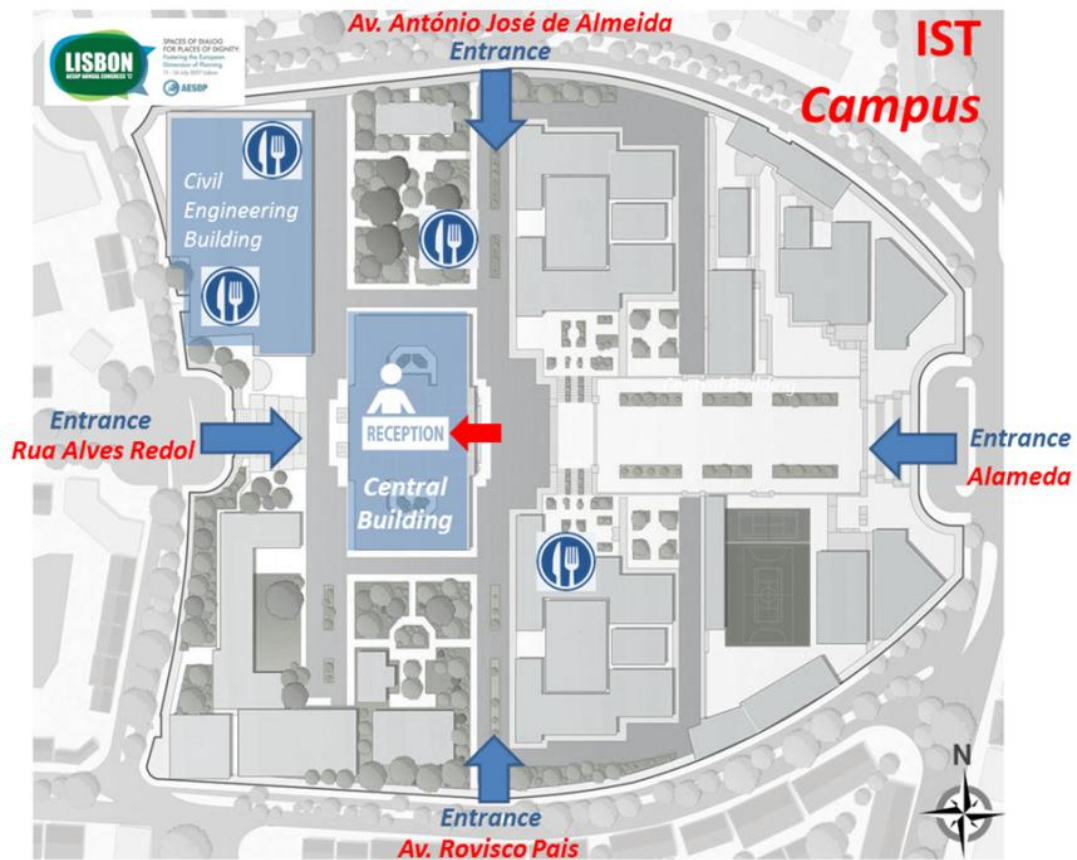
Stefano Testoni.....	348	Timothy Donnet .....	177
Stephan Bartke .....	147	Timothy Ross .....	417
Stephan Pauleit.....	90, 92	Tin Oberman .....	80
Stephen Hall.....	383, 384	Tobias Chilla .....	261
Stephen Hincks.....	448	Tom Daamen .....	596
Stephen Marshall .....	127	Tomas Hudecek .....	207
Stephen Wood.....	163	Tomoko Miyagawa .....	328
Sue Brownill.....	345	Tony Hall .....	676
Sukanya Krishnamurthy.....	517, 556	Tore Øivin Sager .....	65
Susana Silva Pereira.....	415	Toya Engel .....	297
Susanne Frank.....	538, 594	Tuna Batuhan.....	510, 511
Suzanne Van Brussel.....	358	Tuna Tasan-Kok.....	357
Suzy Nelson .....	226	Turgay Kerem Koramaz.....	601
Sverre Bjerkset .....	234	Tzu-Yuan Chao.....	615
Sylvia Weissenbacher .....	280	Tzuyuan Stessa Chao.....	196, 555
Szymon Ochota.....	110	Uģis Bratuškins .....	268
Tae-Hyoung Gim .....	415	Ulla Higdem.....	618
Talia Margalit.....	72, 140	Umberto Janin Rivolin.....	96, 173
Tamar Khoshtaria .....	190	Val Colic-Peisker.....	339
Tang Amy .....	473	Valeria Lingua .....	444, 614
Tang Jingxian.....	199	Valeria Monno .....	140
Tang Yan .....	199, 289	Vasiliki Charalampidou .....	278
Tanja Brüchert .....	104	Vasiliki Fragkaki.....	158
Tanja Onatsu .....	271	Veera Moll.....	347
Tao Yuan .....	236	Vered Blass .....	286
Tatiane Serrano.....	155	Verena Balz .....	571
Tejo Spit .....	188, 364, 441	Viktória Csizmadiané Czuppon.....	190
Teresa Calix.....	646	Viktorija Prilenska.....	120, 313
Teresa Cálix.....	228	Vincent Nadin.....	293
Teresa Fidélis.....	532	Vincenzo Todaro .....	231
Teresa Marat-Mendes .....	558	Vishnu Baburajan .....	593
Teresa Sá.....	217	Vít Rýpar.....	482
Teresa Sá Marques .....	158, 343	Vitor Escaria.....	455
Teresa Valsassina Heitor.....	415	Viviana Fini.....	368
Tess Canfield .....	122	Vladimir Petrović .....	288
Tetsuji Uemura.....	450	Vogiatzaki Maria-Eleni .....	677
Theodora Istorlou .....	232	Volkan Acun .....	76
Theodoros Soukos .....	182	W.G.J. Duyvendak .....	575
Theresa Weinsziehr .....	147	Walter Seher.....	128
Thomas Dillinger.....	273	Wang Tong .....	558
Thomas Esch .....	449	Wang Zhihan .....	276, 413
Thomas Hartmann .....	188, 364, 441	Wang Zhu .....	422
Thomas Kaufmann.....	435, 672	Ward Rauws .....	207, 209, 470, 545
Thomas Weith .....	330	Wenbin Chen.....	393
Thomas Zimmermann.....	523	Wendy Steele .....	383
Thorsten Wiechmann.....	137, 543	Wendy Tan .....	470, 553
Tianyu Zhu .....	475	Werner Rolf .....	92, 398
Tijana Dabović .....	148	Werner Tschirk.....	181
Tim Busscher .....	175, 397, 463, 545	Wil Zonneveld .....	569, 571
Tim Marshall.....	661	Wojciech Koblowski .....	657
Tim Ryley.....	177	Wolfgang Scholz.....	62

Wout van der Toorn Vrijthoff.....	293	Yodan Rofe.....	396
Xeni Kechagioglou.....	122	Yoichi Kumagai.....	508
Xia Wang .....	388	Yorgos Stratoudakis.....	683
Xiangya Xie.....	600	Yosef Jabareen .....	460, 544, 680
Xiangzheng Deng.....	173	Yuci Huang.....	583, 612
Xiaodan Yang .....	287	Yufeng Yue.....	583, 612, 671
Xiaojian Chen .....	388	Yunjie Zhou .....	391
Xu Danhua.....	422	Yuto Isehara .....	328
Xuanzi Wei.....	376	Zachary Jones.....	512, 541
Yan Tang .....	600	Zdravko Trivic .....	345, 628
Yang Chen.....	405	Zeenat Kotval-K .....	239
Yang Dong.....	199	Zenia Kotval .....	239
Yang Fan .....	672	Zeynep Murat .....	119, 475
Yasemin İlkay .....	566	Zeynep Özçam .....	439
Yasminah Beebeejaun.....	253	Zeynep Özdemir.....	280
Yatong Wang.....	83, 390, 582	Zhao Chunyu.....	276, 413
Ye Qiming.....	120	Zhaoxi Zhang .....	610
Yepeng Liu .....	393, 676	Zhen Xing .....	316
Yidan Zhang .....	600	Zhu Qian .....	87
Yi-Jen Tsai.....	666	Zhuojun Fang.....	93
Ying Zhang .....	316	Zorica Nedovic-Budic .....	95
Yi-Wen Wang.....	653	Zuobin Wu .....	676
Yoan Miot .....	504	Zuzanna Kunert.....	110, 586

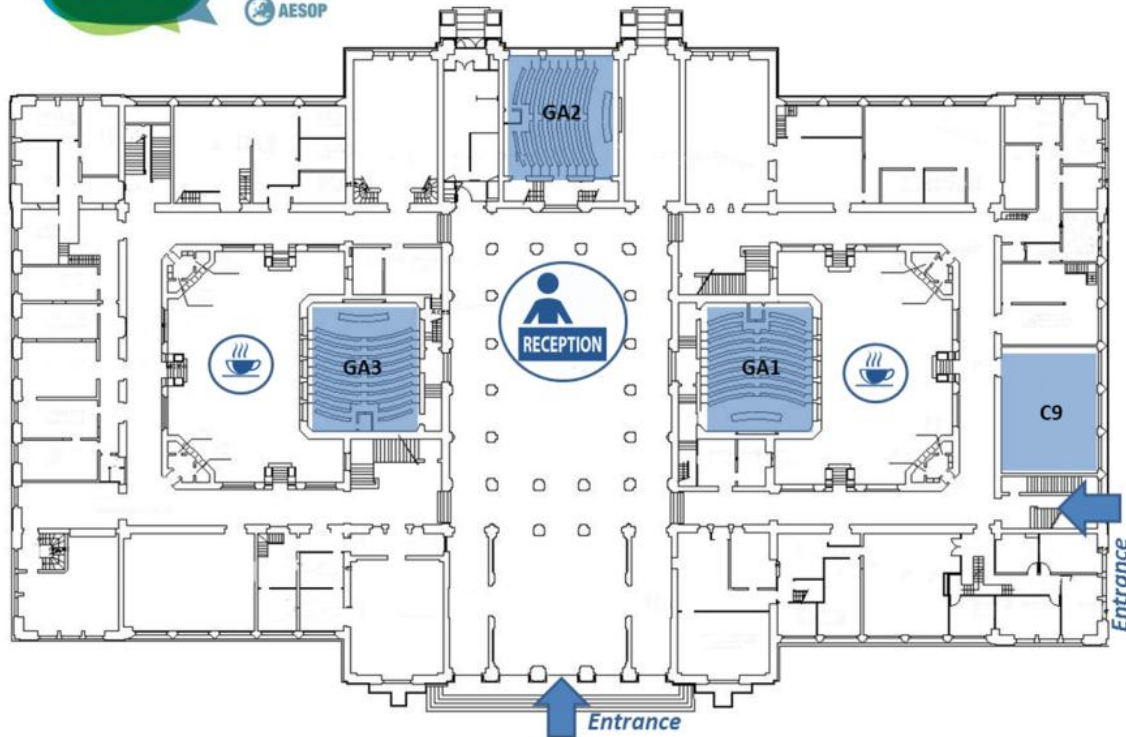


## VENUES

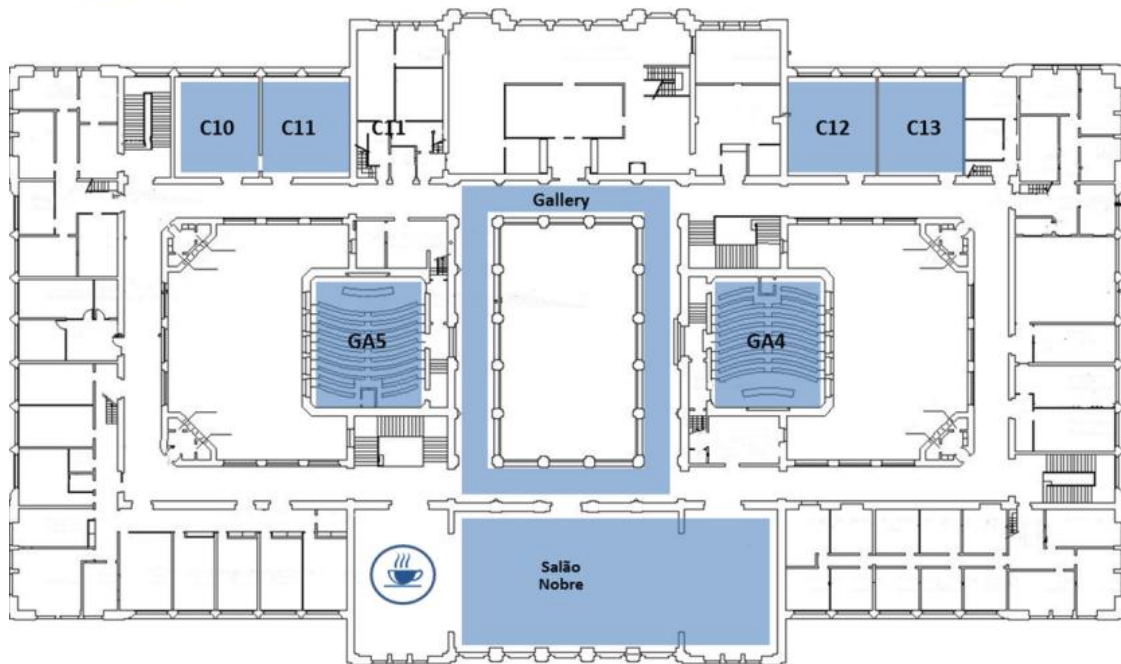




**CENTRAL BUILDING**  
Ground Floor

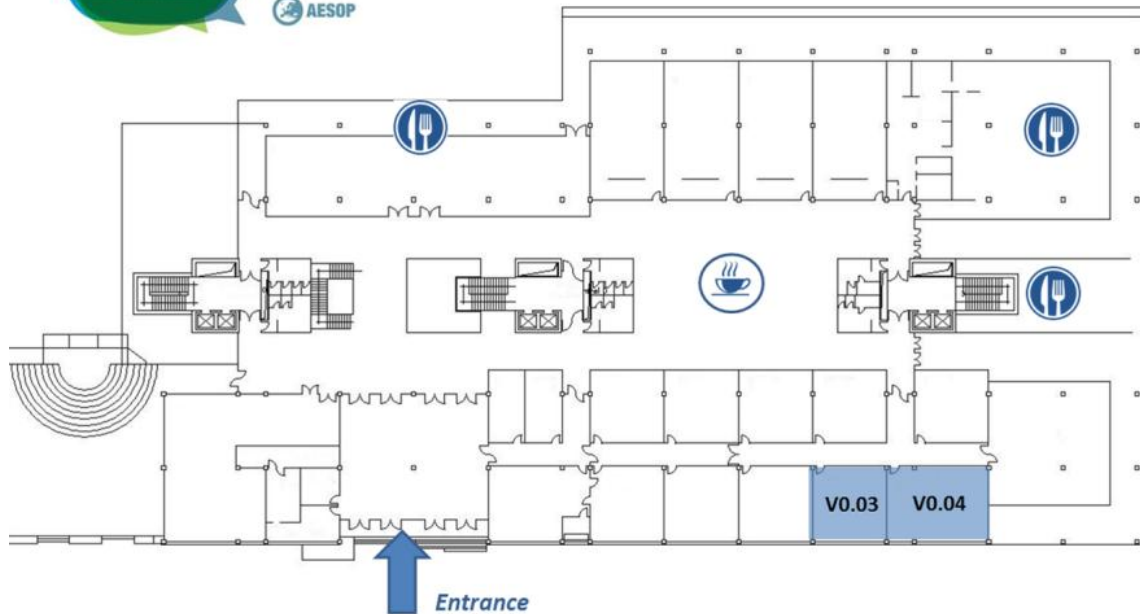


**CENTRAL BUILDING**  
First Floor





**CIVIL ENGINEERING BUILDING**  
**Ground Floor**



**CIVIL ENGINEERING BUILDING**  
**First Floor**



## PROGRAMME

	Sunday July 9	Monday July 10	Tuesday July 11	Wednesday July 12	Thursday July 13	Friday July 14
09:00	<b>ExCo</b> Executive Committee  IST campus Civil Eng. Building 2nd floor V4.41	<b>CoRep</b> Council of Representatives Committee  IST campus Civil Eng. Building 2nd floor V4.41	<b>Opening Session</b> and <b>Keynote Speakers</b>  Aula Magna Metro: Yellow Line Station: Cidade Universitária	Parallel Sessions	Parallel Sessions	Editorial Board Meetings  Roundtables
10:00						
11:00				Coffee Break	Coffee Break	Coffee Break
12:00				Parallel Sessions	Parallel Sessions	Roundtables
13:00						
14:00	IST campus	IST campus	IST campus	Celebrating John Friedmann's Legacy Central Bd. GA2	Thematic Groups Meetings IST campus	Launching the Journal TPU Central Bd. GA1
15:00	<b>ExCo</b> Executive Committee  IST campus Civil Eng. Building 2nd floor V4.41	<b>CoRep</b> Council of Representatives Committee  IST campus Civil Eng. Building 2nd floor V4.41	Parallel Sessions	<b>Mobile Workshops</b>  IST Meeting Points: Central Building Entrance; Alameda Entrance; Av. Rovisco Pais Entrance	Parallel Sessions	Parallel Sessions
16:00			Coffee Break		Coffee Break	Coffee Break
17:00			16:45 Parallel Sessions		16:45 <b>AESOP General Assembly</b> IST Central Building Salão Nobre	16:45 <b>Keynote Speakers and Closing Session</b> IST Central Building Salão Nobre
18:00						
19:00			19:30 <b>Welcome Reception</b> Museu de Lisboa Metro: Yellow Line or Green Line Station: Campo Grande		19:00 <b>Sunset Party on the Beach</b> Meeting Point: Alameda IST campus	



### REGISTRATION DESKS:

- 1 - IST Campus - Central Building: Everyday, from 08:00 to 19:00 (except Monday July 10, from 14:00 to 19:00)
- 2 - ULisboa - Cidade Universitária Campus - Aula Magna Building: Tuesday July 11, from 08:00 to 11:00



## KEYNOTE SPEAKERS

**Tuesday July 11 | 09:00 | Opening Session | Aula Magna**



Simin Davoudi



José Viegas

**Friday July 14 | 16:45 | Closing Session | IST Central Building - Salão Nobre**



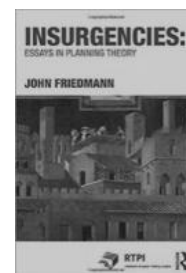
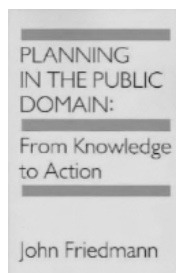
Viriato Soromenho-Marques



Joan Clos

## CELEBRATING JOHN FRIEDMANN'S LEGACY

**Wednesday July 12 | 14:00 to 15:00 | Central Building GA2**



## KLAUS R. KUNZMANN EXHIBITION

**All Days | Beyond the Tourist Gaze | Central Building Galleries**



## ROOM SCHEDULE

Tuesday, July 11																					
09:00	Opening Session and Keynote Speakers																				
11:30	Aula Magna																				
11:30	Free Time																				
13:00	Lunch																				
14:30	Parallel Sessions																				
16:15	T1 S1 V0.03 S9 V0.04	T2 S1 V1.02	T3 S1 V1.03	T4 S1 GA1 S9 GA4 S17 GA5	T5 S1 V1.09	T6 S1 V1.11	T7 -	T8 -	T9 S1 V1.15	T10 S1 V1.16	T11 S1 V1.23	T12 -	T13 S1 V1.24	T14 -	T15 S1 V1.25 S9 V1.26	T16 -	T17 S1 V1.27	T18 S1 V1.08	T19 S1 V1.07	T20 -	T21 S1 C9
16:15	Coffee Break																				
16:45	Parallel Sessions																				
18:30	T2 S2 V0.03 S10 V0.04	T2 S2 V1.02	T3 S2 V1.03 S9 V1.12	T4 S1 GA1 S2 GA2 S10 GA4 S18 GA5	T5 S2 V1.09	T6 S2 V1.11 S9 V1.14	T7 -	T8 -	T9 S2 V1.15	T10 S2 V1.16	T11 -	T12 S1 V1.23	T13 S2 V1.24	T14 -	T15 S2 V1.25 S10 V1.26	T16 -	T17 S2 V1.27	T18 S2 V1.08	T19 S2 V1.07	T20 -	T21 S2 C9
18:30	Free Time																				
19:30	Welcome Reception																				
21:00	Museu de Lisboa																				

	Wednesday, July 12																				
09:00 10:45	Parallel Sessions																				
	T1	T2	T3	T4	T5	T6	T7	T8	T9	T10	T11	T12	T13	T14	T15	T16	T17	T18	T19	T20	T21
	S3	S3	S3	S3	S3	S3	S1	S1	S3	S3	S2	-	S3	-	S3	-	S3	S3	S3	S1	S3
	V0.03 S11 V0.04	V1.02	V1.03	GA2 S11 GA4 S19 GA5 S25 GA1	V1.09	V1.11	V1.12	V1.14	V1.15	V1.16	V1.23	-	V1.24	-	V1.25 S11 V1-26	-	V1.27	V1.08	V1.07	C11	C9
10:45 11:15	Coffee Break																				
11:15 13:00	Parallel Sessions																				
	T1	T2	T3	T4	T5	T6	T7	T8	T9	T10	T11	T12	T13	T14	T15	T16	T17	T18	T19	T20	T21
	S4	S4	S4	S4	S4	S4	S2	-	-	S4	S3	-	S4	-	S4	-	-	S4	S4	S2	S4
	V0.03 S12 V0.04	V1.02	V1.03	GA2 S12 GA4 S20 GA5	V1.09	V1.11	V1.12	-	-	V1.16	V1.23	-	V1.24	-	V1.25 S12 V1-26	-	-	V1.08	V1.07	C11	C9
13:00 15:00	Lunch				Celebrating John Friedmann's Legacy Central Building GA2							Young Academics Assembly Central Building GA1									
15:00 18:30	Mobile Workshops																				
	IST Meeting Points: Central Building Entrance: Alameda Entrance: Av. Rovisco Pais Entrance																				

	Friday, July 14																					
09:00 10:45	Roundtables										Editorial Board Meetings											
	RT2	RT3	RT4	RT6	RT7	RT9	RT10	RT12	RT23	RT15	EBM1				EBM2	EBM3	EBM4					
	V1.07	V1.08	V1.09	V1.14	V1.15	V1.16	V1.23	V1.25	V1.26	V1.27	V0.03				V0.04	V1.02	V1.03					
10:45 11:15	Coffee Break																					
11:15 13:00	Roundtables																					
					RT1	RT5	RT13	RT16	RT18	RT19	RT21	RT22	RT11	RT25	RT26	RT27						
					V1.07	V1.08	V1.11	V1.09	V1.14	V1.15	V1.16	V1.23	V1.24	V1.25	V1.26	V1.27						
13:00 14:30	Lunch																					
14:30 16:15	Parallel Sessions																					
	T1	T2	T3	T4	T5	T6	T7	T8	T9	T10	T11	T12	T13	T14	T15	T16	T17	T18	T19	T20	T21	
	S8	-	S8	S8	-	S8	S6	S6	-	S8	-	S4	S9	S4	S8	S3	-	-	S8	S6	-	
	V0.03		V1.03	GA2		V1.11	V1.12	V1.14		V1.16		V1.15	V1.23	V1.26	V1.25	V1.27			V1.07	C11		
	S16			S16									S8						S10			
	V0.04			GA4									V1.24						V1.S08			
				GA5																		
16:15 16:45	Coffee Break																					
16:45 18:30	Keynote Speakers and Closing Session IST Central Buidng - Salão Nobre																					

## TRACKS

### THEME | PLANNING THEORY AND EDUCATION

T01	Planning theory: conceptual challenges and planning evaluation
T02	Planning education: building up spaces of dialogue for places of dignity
T03	Spaces of dialogue for active, networked and responsible citizenship

### THEME | URBAN DESIGN AND PUBLIC SPACES

T04	Urban design, public spaces and urban culture
T05	Green infrastructures: fostering dialogue across scales and policies
T06	Territorial cohesion: a multiscale approach

### THEME | TERRITORY AND ITS SOCIAL AND ECONOMIC DIMENSIONS

T07	Dialogues in diverse, inclusive, and multicultural cities
T08	Regional economics and scarce resources planning
T09	Bridging gaps in transnational planning
T10	Housing and urban rehabilitation and qualification for places of dignity

### THEME | EMERGENT LAND USES AND PRACTICES

T11	Healthy and liveable cities
T12	Tourism, leisure and genuine urban cultures
T13	Mobility policies, transport regulation and urban planning

### THEME | POLICIES AND STRATEGIES

T14	Policies for smart and co-creative cities
T15	Law and planning under societal challenges
T16	Urban metabolism and territorial efficiency
T17	Big data, open sources, generative tools
T18	Unravelling complexity for planning

### THEME | THE FORTHCOMING CITY

T19	Resilient and sustainable territories
T20	Territories under pressure: disruptive events, shattered cities, collective memories
T21	Urban futures: challenges and vision

## **PARALLEL SESSIONS**

### **TRACK 01: PLANNING THEORY: CONCEPTUAL CHALLENGES AND PLANNING EVALUATION**

CO-CHAIRS: TORE SAGER; ALESSANDRO BALDUCCI; JOÃO CABRAL

### **TRACK 02: PLANNING EDUCATION: BUILDING UP SPACES OF DIALOGUE FOR PLACES OF DIGNITY**

CO-CHAIRS: KRISTINA NILLSON; ANDREA FRANK; ARTUR ROSA PIRES

### **TRACK 03: SPACES OF DIALOGUE FOR ACTIVE, NETWORKED AND RESPONSIBLE CITIZENSHIP**

CO-CHAIRS: CAMILLA PERRONE; ROBERTO ROCCO; LIA VASCONCELOS

### **TRACK 04: URBAN DESIGN, PUBLIC SPACES AND URBAN CULTURE**

CO-CHAIRS: ALI MADANIPOUR; GABRIELLA ESPOSITO DE VITA; PEDRO GEORGE

### **TRACK 05: SPACES OF DIALOGUE FOR ACTIVE, NETWORKED AND RESPONSIBLE CITIZENSHIP**

CO-CHAIRS: ANNA M. HERSPERGER; STEPHAN PAULEIT; ISABEL LOUPA RAMOS

### **TRACK 06: TERRITORIAL COHESION: A MULTISCALE APPROACH**

CO-CHAIRS: STEFANIE DÜHR; GIANCARLO COTELLA; EDUARDA MARQUES DA COSTA

### **TRACK 07: DIALOGUES IN DIVERSE, INCLUSIVE, AND MULTICULTURAL CITIES**

CO-CHAIRS: WILLEM BUUNK; INÊS SANCHEZ DE MADARIAGA; ISABEL RAPOSO

### **TRACK 08: REGIONAL ECONOMICS AND SCARCE RESOURCES PLANNING**

CO-CHAIRS: MICHAEL GETZNER; PANTELIS SKAYANNIS; JOÃO MOURATO

### **TRACK 09: BRIDGING GAPS IN TRANSNATIONAL PLANNING**

CO-CHAIRS: TUNA TASAN-KOK; THOMAS DILLINGER; PAULO CORREIA

### **TRACK 10: HOUSING AND URBAN REHABILITATION AND QUALIFICATION FOR PLACES OF DIGNITY**

CO-CHAIRS: ROELOF VERHAGE; IVAN TOSICS; DIOGO MATEUS

### **TRACK 11: HEALTHY AND LIVEABLE CITIES**

CO-CHAIRS: TIJANA DABOVIC; PIERRE LACONTE; NUNO MARQUES DA COSTA

### **TRACK 12: TOURISM, LEISURE AND GENUINE URBAN CULTURES**

CO-CHAIRS: JARKKO SAARINEN; JOSÉ MANUEL SIMÕES; PIOTR LORENS

### **TRACK 13: MOBILITY POLICIES, TRANSPORT REGULATION AND URBAN PLANNING**

CO-CHAIRS: ENRICA PAPA; XAVIER DESJARDINS; FERNANDO NUNES DA SILVA

### **TRACK 14: POLICIES FOR SMART AND CO-CREATIVE CITIES**

CO-CHAIRS: FRANCESCO PILLA; PAULO MORGADO

### **TRACK 15: LAW AND PLANNING UNDER SOCIETAL CHALLENGES**

CO-CHAIRS: RACHELLE ALTERMAN; LEONIE JANSSEN-JANSEN; BEATRIZ CONDESSA

### **TRACK 16: URBAN METABOLISM AND TERRITORIAL EFFICIENCY**

CO-CHAIRS: MENDEL GIEZEN; SARA CRUZ

### **TRACK 17: BIG DATA, OPEN SOURCES, GENERATIVE TOOLS**

CO-CHAIRS: MICHELE CAMPAGNA; ELISABETE A. SILVA; PAULO SILVA

### **TRACK 18: UNRAVELLING COMPLEXITY FOR PLANNING**

CO-CHAIRS: GERT DE ROO; WARD RAUWS; JORGE BATISTA E SILVA

### **TRACK 19: RESILIENT AND SUSTAINABLE TERRITORIES**

CO-CHAIRS: RICHARD SLIUZAS; ADRIANA GALDERISI; TERESA CÁLIX

### **TRACK 20: TERRITORIES UNDER PRESSURE: DISRUPTIVE EVENTS, SHATTERED CITIES, COLLECTIVE MEMORIES**

CO-CHAIRS: ENRICO GUALINI; ADRIANNA KUPIDURA; SOFIA MORGADO

### **TRACK 21: URBAN FUTURES: CHALLENGES AND VISION**

CO-CHAIRS: PETER ACHE; PETER NAESS; DAVIDE PONZINI; EDUARDO CASTRO

11 JULY|14:30PM

SLOT T01.S01 | ROOM V0.03 | JOÃO CABRAL | FA-ULISBOA

## 229 | SAVAGES VENERATING MAGICAL FETISHES': THE POSTCOLONIAL ASSUMPTIONS OF JANE JACOBS' ATTACK ON MODERNIST PLANNING

Malcolm Tait<sup>1</sup>; Kiera Chapman<sup>1</sup>

<sup>1</sup>University of Sheffield

[m.tait@sheffield.ac.uk](mailto:m.tait@sheffield.ac.uk)

**ABSTRACT:** Recent writings on the theme of Western modernity have drawn attention to the problematic spatial politics of its historical periodization. Peter Osborne's work has highlighted the conflicting ways in which Western temporalisations of modernity are politicised in incommensurable philosophical traditions, while authors such as Chakrabarty and Bhabra have drawn attention to the spatial ramifications of these differences. Their arguments suggest that the notion of a 'rupture' that grounds Western modernity in a self-determining rationality is often logically dependent on a historical teleology which delaminates chronology and history, thus conceiving chronologically contemporaneous non-Western spaces as historically more 'primitive' than the 'modern' West.

This paper will explore the way that historical periodization is foregrounded in planning theory of the mid to late twentieth century, focusing particularly on Jane Jacobs' influential *Death and Life of American Cities*. Jacobs rewrites the well-worn opposition between modernity and the primitive to associate both modernist architecture and planning with savagery, barbarism and superstition, thus clearing a space for her alternative view of a liberal, capitalist and dynamic urban modernity that requires a less totalising approach to the city. We will argue (provocatively, in the face of recent hagiography) that in spite of this inversion, her influential argument remains imbued with deep, colonial assumptions about the 'backwardness' of non-Western cultures, which continue to haunt accounts of modernist planning in more recent contributions to European and American planning theory.

**REFERENCES:** Bhabra, GK *Rethinking Modernity: Postcolonialism and the Sociological Imagination*, Palgrave: 2007; Chakrabarty, D *Provincialising Europe: Postcolonial Thought and Historical Difference*, Princeton: 2007; Jacobs, J *The Death and Life of Great American Cities*, Random House: 1961; Osborne, P *The Politics of Time: Modernity and Avant-Garde*, Verso: 1995.

## 399 | PLANNING AS A RHIZOMIC PROCESS OF EXPERIMENTATION. NOTES FROM BRAZILIAN PLANNING EXPERIENCE

Nilton Ricoy Torres<sup>1</sup>

<sup>1</sup>University of São Paulo

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**ABSTRACT:** This paper understands planning as a multiple, relational and mixed social process directed to deal with the contingencies of a dynamic and complex world. In this view, planning is not limited to the institutional activity of formal planners, but includes the action of informal networks of agents seeking to promote their own social life.

In an increasingly complex and conflicting world, government (planning included) are often under pressure to adjust its decisions to the new social imperatives. This paper aims to identify the main elements interwoven in the process of institutional adjustment and transformation. In order to do so, it takes the propositions advanced by Deleuze and Guattari (1995, 2010), which advocate for a permanently changing and contingent world. They offer a set of concepts, intended to reveal the pervasiveness of the difference/heterogeneity in relation to the idea of unity and homogeneity. For them, the world is but a succession of moving scenarios, composed by an ever-increasing diversity of entities. In this ontology, the aim of theorizing is not to explain what something is, but what it does. Essentially, concepts should inform



how something might affect what other things (actants) do. With reference to planning, the aim is to understand what a concept does for, and how it affects planning practice.

In this view, planning should approach the world from the ontology of becoming, rather than that of being (Hillier 2006). That ontology contends that real objects are in a perpetual process of becoming something else, and the real world is a continual unfolding of events, which does not necessarily move toward a specific end or final destiny. In the world of becoming, planning does not search for stability or certainty, but manages to cope with unpredictable futures and it is moved by creativeness, seeking to identify trends or scenarios from disparate flows of events and spaces in more or less temporary alignments (Hillier 2007).

Here, planning becomes a task for dealing with a fluid and 'contingent plane,' being the emphasis placed upon the process by which changes take place. Since there is always the potential for unforeseen lines of flight to emerge, planning should not be led by models, ideal visions or prescriptions, but by processes of experimentation, which require investigating problems, exploring relations between elements and being open to what might happen if ....; what differences might emerge (Hillier, 2013).

In this approach planning are "rhizomic" networks that evolve in several directions through the action of different actors. These networks operate along lines of flight as insurgent movements, aiming to deconstruct (to deterritorialize) old social codes and re-territorialize them as a more democratic, inclusive and just society. The rhizomic planning proceeds through a random process with no hierarchical structure, central command or control.

This paper takes as empirical case, several formal and informal planning experiences carried out in Brazil by agents, acting either inside or outside institutional boundaries. These experiments are not formal planning experiences, but they evolve spontaneously, as a creative, interactive and fluid process of experimentation with new possible worlds. The text suggests that these experiments have been essential to boost the process of social emancipation, and to change planning practice into a democratic, participative and collaborative assemblage.

## 958 | PLANNING THEORY IN THE GLOBAL SOUTH: CIRCULATING TRAVELLING MODELS FROM THE NORTH OR HYBRID ARRANGEMENTS?

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**ABSTRACT:** The paper analyses different urban planning models and ideals deriving from Western Countries and looks at their translation, adaption and hybridisation into the urban reality in Africa. In order to support the development of a planning theory for the Global South, it will cover both during colonial and post-colonial times to provide a wider look at the processes.

Important planning ideals and models [garden city, grid-iron system, satellite city, gated community, etc.] deriving from Western Countries were/are exported and translated into the urban reality in Africa. A recent phenomenon is the Gulfication of urban models and planning approaches by copying Dubai's examples into African cities.

This urban planning models and ideals influence not only the urban planning practise, but guide professionals and shape the urban planning education. The African association of Planning Schools (AAPS) complains the lack of an African urban model and of an African planning theory.

Thus, these circulating models and ideals form the physical implementation on the ground. The same applies to planning processes and procedures following the changing planning approaches in Europe supported by the influence of international organisations and other actors involved in the process of translation.

A planning theory for the Global South has to consider these questions: What is the role of urban planning and urban planners? What is the role and tools for participation in urban planning processes? Can urbanisation be a tool for economic growth? Are megacities rather a problem or a potential? Can urbanisation be a tool for democracy?

While these practical questions might lead to cloudy answers, planning theory in the Global South should rather go deeper: What is the relationship between the state/the Government and its citizens? Who is

ruling a country? Who is planning a city? How to cover the relationship Government vs traditional power relations? What is the position of a state with its inherited governmental structures including its inherited planning legislation and inherited procedures?

The paper will trace back the influencing models and ideals and present the morphological implication regarding adaptive, hybrid and refused components of specific urban layers and display the consequences for the urban fabric in terms of fragmentation and segregation of space.

It is based on the two case studies cities: Nairobi and Dar es Salaam. Despite the differences, the cities share some similarities regarding the population of about 4 million, rapid urban growth and being the centers of economic and political decision-making in their respective country. Both were strongly influenced by the British colonial (planning) legacy and are shaped by a variety of informal urbanization arrangements with tendencies towards socio-spatial fragmentation. The topology of urban pattern in both cities, however, is spatially diverse. Nairobi is much denser, has more apartment blocks and less informal settlements but a much higher proportion of slums. The paper will, therefore, look for reasons of the different urban development outcomes, the planning cultures and contributes to the development of a planning theory for cities in the Global South.

## 1174 | ANTHROPOPHAGY IN PLANNING: BUILDING A THEORY FROM THE SOUTH THROUGH AN ASSOCIATION OF ACTOR NETWORK THEORY AND HISTORICAL MATERIALISM

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**ABSTRACT:** Despite efforts to acknowledge the interdependency of macro and micro scales in Urban Theory, there is still a widening gap between both camps. The field lacks methodological strategies that address the local while situating it within a macro-structure to overcome the dichotomy between the planetary and the particular. This shortcoming is even more deleterious in the Global South, where EuroAmerican theories are often used to further explain peripheral phenomena without the due critical approach. While postcolonial studies emerged as a means to produce an appropriate theoretical framework for the conditions encountered in the South, its excessive focus on particular issues does not yet advance in developing common grounds for Southern Urbanism and EuroAmerican established theories to dialogue.

This paper discusses the possibility of building a planning theory from the Global South through an anthropophagic association between Actor Network Theory (ANT) and Historical Materialism (HM). It draws from Oswald de Andrade's early attempt to question Brazilian's cultural dependency proposing an anthropophagic process that creates a recursive feedback between both cultures and theories. ANT provides an effective tool to quickly map a locality without any pre-judgement of value in the relationships of eventual conflictive parties; while HM allows for an in-depth critical analysis of co-existing conflicts found on site. Though considered as opposing theories, we argue that such an association is valuable as an agonistic approach to planning. This approach is essential if we want to overcome the heteronomy inherent in the profession towards a project of radical democracy.

We have been experimenting the intertwining of such theories in urban spaces since 2013. This paper presents the benefits of such an approach, discussing the recent undergraduate course Socio-spatial practices and ICTs in urban communities taught at the School of Architecture at the Universidade Federal de Minas Gerais in Brazil. In this course, students were exposed to a set of theoretical and methodological tools from both ANT and HM authors and were asked to devise a strategy to collect and analyse data related to ICT access and spatial practices in urban communities. One group devised a strategy based on ANT as an empirical tool using the software GEPHI for network visualisation and another group went to the field using the Marxian tooling. Having a more comprehensive set of data to analyse and bearing in mind the need to understand the existent conflicts (rather than to assume the existence of a macrostructure) the first group developed a much more sophisticated network that they later analysed using the HM framework. The association of a horizontal fieldwork and a vertical critical analysis enabled the students to advance the diagnostic stage, unusual for a short 15 hour course.

Even though ANT alone is far too superficial if one wants to look at power relations, it is crucial for a quick immersion into the community's context to identify different actors and make their relationships visible. On the other side, HM relies on preconceived ideas of power relations, which equally requires a time consuming ethnographical research. This paper stresses that by joining them together in an

anthropophagic manner it is possible to draw a theory consistent with the dynamic nature of the South that might be cannibalised by the North and back again.

## 1240 | GLOBAL SOUTH PLANNING: FROM WAR TO WARS

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**ABSTRACT:** It is the intention of this paper to present the theory basis to the ongoing research: War urbanism, in Global South and Decolonising context. This research aims to understand the conflicts, collectives and multitudes forces through the prism of war and disputed space in 2008-2016 conflicts, occupations and manifestations in Middle East, Spain and specially in Brazil, and relating it to historical urban uprisings, modes of organization in a economical and political sphere and aesthetical affects. Using the urban theory of Henri Lefebvre about planning of space and social space as basis to a complex understanding of lived and everyday space, it is our objective to comprehend violence and conflict not as disruptive and destructive forces, but as productive, living, redesigning and collective ones. In order to do this, we will discuss the theme war using the writings of Carl Von Clausewitz and Michel Foucault and their readings of war as complementary to politics; and in other hand, the assertions of Giorgio Agamben about stasis and french anthropologist Pierre Clastres interpretations of conflict and wars in Amerindian societies.

## SLOT T01.S09 | ROOM V0.04 | TORE ØIVIN SAGER | NORWEGIAN UNIVERSITY OF SCIENCE AND TECHNOLOGY

### 105 | INTENTIONAL COMMUNITIES: THEIR RELEVANCE FOR ACTIVIST PLANNING THEORY

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**ABSTRACT:** The purpose of the paper is to bring to the fore the activist planning of a type of communities that have rarely been studied by planning scholars. I refer to intentional communities, which are communities of activists who have chosen to live together in order to achieve a common purpose. Cooperation enables the activists to uphold a lifestyle reflecting their ideas of the good society, and underlining their difference from the mainstream. The activism of intentional communities is related to politics, religion, counter-culture, ecology, peace work, or experimental family relations. Some of the communities have an urban or rural area to their disposal and have to plan for its use, typically requiring a relationship and even some cooperation with the local government.

Surely, many neighbourhoods in cities throughout the world have housed activists trying to protect their local community by launching alternative plans for its development. I suggest that activist planning by intentional communities may be different for several reasons. First, it is in the ideology of most intentional communities to offer an alternative to the lifestyle of mainstream society. Plans to upgrade the area of the intentional community to the standard common in other neighbourhoods may then be counterproductive and threaten the long-term existence of the activist community. Therefore, plans for intentional communities cannot offer standard solutions; rather they must promote continued contrast to conventional living. Second, many intentional communities have a consensus-based management structure where every significant decision must be backed by a general meeting. This makes the planning process different from processes combining activism with vertical structure, elected representatives and delegation. Third, the municipality and other external actors may regard and treat intentional communities differently from other neighbourhoods. This is due to their ideological commitment and their opposition to the ways and dealings of society at large. Besides, conflicts between needs of the activist community and municipal codes and ordinances affect both the substance and the process of planning.

Urban intentional communities contribute to cultural diversity, which is a stated goal in many cities around the world. Sub-cultures represented by intentional communities get little political attention in the public discourse on diversity. Yet, the possibility to choose a lifestyle outside the mainstream can have great value for non-conform groups in the ethnic majority, as well as for immigrants. The case dealt with is Svartlamon in Trondheim, Norway, which is an urban intentional community for social change, housing some 240 individuals. The overview of its plans shows that the activists have, since the middle of the 1990s, used planning strategically to mobilize, to build outside support, to provide a framework for cooperation with the municipality, and to establish a legal underpinning of the intentional community. The following questions are addressed: Are the goals of the activists clearly reflected in the plans? In what ways are the activists involved in the planning? How are the planning ideas of the intentional community received by the municipality?

### 304 | CONSENSUS WITHIN CONFLICT: OVERCOMING CONFLICT IN HOSTILE PLANNING NEGOTIATIONS

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**ABSTRACT:** I argue that a conception of consensus as a productive part of hostile conflict is possible. Consensus can be conceptualized as a key mechanism for overcoming conflicts. Further, I challenge the notion that consensus is per se productive. Consensus can have negative effects when it contributes to stabilizing one-sided domination. The analytical potency of this approach is demonstrated based on the elongated conflict about the visual appropriateness of tall buildings in central London.

Collaborative planning theory that defines processes for obtaining consensus (Healey, 1997; Forester, 1999; Innes and Booher, 2010) is in danger of being dismissed. It has been argued that it contributes to the suppression of contestation, and thus it contributes to establishing a post-political condition. Consensus can be rescued when it is re-conceptualized as part of processes of sociation within conflicts. This is possible based on Georg Simmel's (1908) theory of conflict as sociation. In this approach a consensus orientation is not necessary at the outset but rather as a mode to overcome situations in which conflict stabilizes. This approach allows for contestation while maintaining productive planning processes.

As empirical proof I summarize instances of reaching consensus in the elongated conflict about the visual appropriateness of tall buildings in central London. I show how a regional policy consensus emerged from intense private sector lobbying. This marginalized heritage interests and exacerbated conflict. Hostile conflictual relations stabilized. National government ordered consensus on regional and national guidance. However, a strict oppositional and non-compromising stance between the opposing parties could not be overcome. In addition, quangos continued to arrive at divergent assessments. Pre-application discussions are dominated by strategic information games. Knowledge about the goals and constraints of the opponents led to consensus and partly to a decrease in hostile relations. However, the consensus also weakened oppositional groups leading to increased hostile relations.

Based on the case analysis, I provide distinctions between productive and pathological forms of consensus. This allows to distinguish those forms of consensus that further sociation from those that tend to stabilize conflictual relations. The goal of my paper is to provide a starting point for an approach to planning that covers a middle ground between the established consensus oriented approaches to planning and more recent agonistic approaches. The central theme of my approach is to put a focus on aiming to achieve societal transformation within conflictual planning processes.

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## 730 | PLANNING AT A CROSS-ROAD? POST-TRUTH WORLD, THE CRISIS OF DEMOCRACY AND POPULISM AS CHALLENGES FOR PLANNING THEORY AND PRACTICE

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**ABSTRACT:** Recent researches dedicated at understanding urban transformations under the lens of the relationships between space, politic, and the economy (d'Albergo & Moini, 2015; Pizzo & Di Salvo 2015; Moini & Pizzo 2016), stress the increasing contentious character of most interpretations related to the meaning and direction of public action, the meaning and the political orientation of policies, the nature of state intervention. 'Empirical evidences' seem to become increasingly less evident. Even the dyad legal/illegal seems to have lost its descriptive capacity, while illicit behaviors are often explained through divergent points of view, being they considered as the distortion of a good or acceptable system, or as the manifestation of its malfunction, inefficiency and also injustice (Pizzo & Altavilla, forthcoming).

Through examples from recent and on-going researches focused on Rome, this contribution aims at clarifying the new and increasing complexities that are challenging planning, related to clashing yet co-existing interpretations of facts, in their ontological nature, which anticipate or even thwart the discussion about values (Sager, 2009).

In this 'post-truth world' it is growingly hard to orientate amid a number of different constructions of reality, where the very objective existence of a 'fact' can be questioned.

Power related to informations, and to the capacity to manipulate informations is fastly growing. Informations seem to be largely available. On the contrary, the possibility to evaluate the validity of informations is getting more complicate, and not for everybody. In this perspective, the current political crisis that many democratic countries are experiencing (Stocker, 2013), and the rise of populism (Canovan, 1999; Abts & Rummens, 2007), which hinges on 'the people' as an opposing force to the 'established system', ask planning to seriously rethink itself, both in its analytical and normative functions,

since also the boundaries of 'the space of dialogue and that of antagonism' that the track-theme recall seem to be increasingly blurred and uncertain.

## 739 | SUBVERTING THE PRESENT, PLANNING THE FUTURE: PROPOSING A COUNTER-PLANNING

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**ABSTRACT:** With the recent political and institutional changes and mobilizations of different orders and scales in streets and squares, the academic production regarding processes of insurrection and subversion in the most different spheres of politics and society increased significantly (PIERCE, WILLIAMS 2016, OLSSON 2016 and others).

Also, related to determined circumstances, in the discussion of different modes of planning, insurgent and subversive practices of planners are being identified. Sager (2011: 8ff), in an in-depth systematization of forms of planning, describes a range of situations and activities that characterize planning as "radical" and planners as insurgents and subversives. As he states, in reference to Friedman, "state engagement in radical planning seems close to contradiction in terms". For this reason, he understands that radical planning is "an oppositional but overt activity performed by planners with their professional base in civil society and with a strong commitment to a cause" (SAGER, 2011, p.9).

In this view, "subversive" planners are tied to the government and work, in some way, "undercover." Those not hired by the government, but based on civil society organizations, are called "crypto-planners," whose work is fundamentally activist. "Their planning efforts challenge the hegemony of the idea of participatory planning solicited by the state in government-initiated projects" (SAGER 2011, p.15).

It is the hypothesis of the present work that, in order to be open to the potentialities of the present and focused on the possibilities of the future, it is necessary to "subvert" the very logic of planning. It remains "crypto" and clandestine when it maintains its logic and opposes "formal planning and regulative frameworks and aims to address and redress unjust relations of power" (SAGER 2011, p.15).

But "subversive" - unlike "revolutionary" - activities don't need necessarily be clandestine in capitalist societies crisscrossed by contradictions and subject to permanent crises where even "counter-hegemonic" initiatives, as history shows, are essential for survival (renewal) of the system. The "activism" of this "new" subversive planner, aimed at strengthening civil society itself in terms of increasing its autonomy and combating inequalities, may be possible at an infra-systemic level that does not immediately pose any threat to the dominant order. This is what, as we have tried to show in previous work, the very social dynamics in capitalism allow.

In the work to be presented, this reasoning will be deepened through the incorporation of the recent bibliography about subversive manifestations that seem to proliferate within the different spheres of society itself. If planning intends to contribute to transform society, it has to transform itself *pari passu* and assume a new logic that will characterize it - in relation to the current planning - as counter-planning.

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## 815 | SHAPING SPACES OF INTERACTION AND DIALOGUE FOR SUSTAINABILITY TRANSITIONS

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**ABSTRACT:** Cities are complex environments where different actors and stakeholders co-exist and learn how to live together. Within these complex environments, different types of grassroots initiatives are arising that represent a new form of urban insurgent activism aiming at transformation, calling for new answers to citizens' needs. These kind of initiatives, typically enacted by social entrepreneurs, civic volunteers, local activists, etc., are challenging the traditional ways through which urban services, spaces and buildings are usually managed. They seem to stimulate the rise of several new types of interactions between citizens, entrepreneurs and civil servants. Such interactions may cause new practices to arise that represent small innovation epiphanies (Puerari, Concilio, Longo, & Rizzo, 2013), also referred to as niches (Geels, 2002). These epiphanies can be nurtured, developed, replicated, or complemented in protected environments and are often seen as part of a broader transition movement. Transitions are defined as the outcome of alignments between the elements at the three levels of structuration and stability: niches (where the innovative practices take place), regime (a semi-coherent set of rules carried by different social groups) and landscape (the exogenous wider context). In this research, a transition perspective is used to better understand intermediating subcultures, as spaces of interaction and dialogue. The proposed paper is grounded in Massey's (1992, 2005) definition of space as a complex web of relations of domination and subordination, of solidarity and cooperation and as the dimension of multiplicity and contemporaneous existence. Elaborating on this, the aim is to explore where and how these spaces emerge; if and how they could become more relevant for transitions to sustainability (Kemp & Loorbach, 2007); as well as how these spaces can be further shaped by different endogenous and exogenous pressures.

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## SLOT T02.S01 | ROOM V1.02 | KRISTINA NILLSON | LULEÅ UNIVERSITY OF TECHNOLOGY

### 249 | CHALLENGES FOR URBAN PLANNING TEACHING: POSIBLE PATHS THROUGH COMMUNITY OUTREACH UNIVERSITY PROJECTS

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**ABSTRACT:** In Brazil, experts involved with urban planning - planners, architects, urbanists, economists, lawyers, etc. - have a constant challenge to confront two divergent realities: a legal city, consolidated by the implementation of official (legalized) urban settlements, generally located in central areas, designed for middle and upper classes housing; and an illegal city, with lower classes dwellings as favelas and illegal (or irregular) settlements located usually in the peripheral portions of the municipalities. In large cities and metropolises access to housing by the lower income population usually occurs through housing in favelas or through self-built residence in illegal peripheral settlements. According to the 2010 Census 84% of the Brazilian population lived in cities (161 million inhabitants), at least one third of this population lives in precariousness or irregularity conditions. In a country with continental dimension, Brazilian urban planners have the constant challenge to deal with a reality with specific and peculiar characteristics that differ widely between its various regions and metropolitan areas. In this sense this paper wants to bring to the debate the following question: how teach urban planners and urbanists to be able to face the challenges presented by an urban reality of extreme irregularity and inequality?

Based on the analysis of recent community outreach experiences carried out in Porto Alegre - Faculty of Architecture of Federal University of Rio Grande do Sul (FAUFRGS), and in São Paulo - Faculty of Architecture and Urbanism of University of São Paulo (FAUUSP) this paper intends to explore the teaching potential of the urban projects operated outside the classroom. We understand that on the search for the construction of a sustainable habitat the teaching of urban planning has to pass through a knowledge based on real experiences and direct observation of the complexity of the urban phenomenon. The community outreach experiences carried out by both Universities – The Future of Self-Constructed Neighbourhoods along Waterways and Orquídea Libertária Project for Habitat Social Production Projects carried out by FAUFRGS and Lapenna Neighbourhood Housing Upgrading and Community outreach: students autonomous experience on housing improvement in a rural settlement, projects developed by FAUUSP team – are experiences that tries to improve and change the traditional practices of design, based on the architect-client relationship. By the practice of new pedagogical approaches these community outreach experiences reveal alternative paths for project design and urban planning and propose innovative tools for teaching and train young Architects and Urban Planners as professionals capable to act based on the knowledge of the social reality, challenging and questioning traditional and established routines. The discussion and dissemination of these experiences are significant in a way to show possible paths of how the urban planning under graduation courses can happen also beyond the classroom, with community outreach and social engagement from our professors and students.

### 343 | UNLEARNING PLANNING AND LEARNING TO CARE ABOUT PEOPLE AND PLACES: SOME REFLECTIONS FROM SHEFFIELD, ENGLAND

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**ABSTRACT:** Is planning a caring profession? The notion of planning as a caring profession – of planners demonstrating that they 'care' for people and places – clearly implies some form of emotional engagement with practice but, as Baum (2015) reminds us, professionals have long been keen to resist emotion, preferring to take refuge in the 'rationality' of technocratic planning and the comparative 'safety' of

objective data. Whilst there may be recognition that planners are dealing as much with people's passions as with their own earnest technical predictions, planning scholars and practitioners have generally demonstrated a reluctance to further engage with emotion, leading Sandercock and Lyssiotis to conclude that planning is a profession in a state of arrested emotional development (2003: 77, 79). This aversion to emotion means that few planning faculty members talk about emotion with their students and that, as a consequence, few practitioners enter the field inclined and prepared to plan with attention to their own and others' emotional thinking and action (Baum, 2015: 512). Our failure to provide students with an awareness of the emotional dimensions of planning and the skills to engage with the place-based passion or loving attachments that are inherent to planning (Porter et al, 2012) is deeply troubling and leaves students with an unduly narrow and managerialist view of the planning endeavour. In this paper we therefore concern ourselves with the challenge of making space for 'care' in planning education, situating our argument within the context of broader changes in the English planning system, UK higher education and local communities. Unsettling the presumption that planning students (and planners) necessarily care about people and places, we consider the extent to which service-learning and community engagement by planning schools can cultivate an ethos of care and introduce students to the 'emotion work' that pervades planning practice so that we might make change happen with humanity and love (Ellis and Henderson, 2014: 6). We address these questions by reflecting on our experience of developing a long-term community-university partnership with Westfield, a low-income community in the city of Sheffield in the UK. Drawing on interviews with residents and practitioners and comments and feedback from students, we highlight the challenges of nurturing caring relationships in a context where a hard-pressed community and an increasingly performance-driven university can find it difficult to make the space for such relationships. We conclude the paper by offering some broader thoughts on the prospects for developing a more emotionally-sensitive, people-centred approach to planning practice, theory and pedagogy at a time when reforms are pushing in an alternate direction.

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## 843 | A PARTICIPATION SKILLS FRAMEWORK FOR PLANNING EDUCATION: REFLECTIONS FROM THE COMMUNITY PARTICIPATION IN PLANNING PROJECT

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**ABSTRACT:** Participation is important for shaping planning outcomes to respond to current and future challenges. The future has never been more perplexing and uncertain, particularly as the norms guiding social, economic and political realms are constantly shifting. Considering the new challenges posed to the planning profession and academy, by recent changes to strategic and local policy landscapes in European countries, the Erasmus+ funded Community Participation in Planning (CPiP) project focused on exploring three participation approaches in different European cities - Aveiro (PT), Belfast (UK) and Milan (IT). Each location has its own regulatory and legislative context for framing and operationalising participation. Reflecting on the international teaching and learning exchange offered by the CPiP project, this paper explores the value of bringing together different stakeholders – communities, practitioners, academics, students - for facilitating cross-fertilisation of knowledge and stimulating innovation to address complex socio-spatial issues. In evaluating the involvement of, and interaction between, (existing and future) planning practitioners and a range of stakeholders, the three cases represent: an interesting mix of different participation examples trying to integrate issues of space, dialogue and dignity to positively shape places, inform public service delivery and enhance citizen well-being; a testbed to experience and reflect on the third mission of universities (engagement and civic contribution) and in particular on the opportunity to make educational activities as drivers for social and cultural responsibility in their urban contexts.

Drawing on the learning from the project, the paper will conclude with an emerging skills framework to help conceptualise the core skills necessary for understanding and operationalising participation.

## 1167 | PEDAGOGY BUILT ON WORKING WITH COMMUNITIES: THE CASE OF PRATT INSTITUTE IN NEW YORK

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**ABSTRACT:** Preparing students for practice is the key challenge in planning education. Depending on how each program defines what planning is or ought to be, the strategies to incorporate practice oriented learning into the curriculum range from special seminars, workshops, internships to studio requirements. (Lang 1983, Long 2012, Vidhardi, et.al. 2012) While studios are a key component of practice-oriented learning, the attitude towards studio pedagogy has changed over time. As planning programs shifted away from the physical planning oriented education of the earlier years, studio pedagogy was abandoned in most schools to be revived once again over the past decade. Forester (2012) points out that studios can help students to learn to think critically about outcomes as well as processes, about institutional and process designs, about power and performance [and to] reconstruct possibilities where others might initially perceive or presume impossibilities. While there is now broad consensus on the benefits of studio learning, still, the role of studio pedagogy continues to be a debated issue, including questions on how to define, incorporate, and assess its benefits (Lang 1983, Nemeth & Long 2012). Moreover, since most studio projects involve working with a client, several authors question how the community engagement takes place within an academic setting (Frank 2008, Ferman & Hill 2004). Others argue service learning courses tend to focus on the learning aspect, neglecting the service aspect and impacts on the community (Angotti, et al, 2011). It is critical especially now to assess how programs can work collaboratively with community/grassroots organizations, their coalitions and to link to broader social justice movements (Shiffman 2007). Pratt Institute in New York, has a long legacy of working with low-income communities through its Pratt Center for Community Development, a university-based community technical assistance organization. This paper builds on and expands a 2014 study to explore how the activist planning model of the Pratt Center has influenced the planning program's pedagogy. After a short discussion of the importance of the academic context in shaping the program's approach to community engagement and service learning, we analyze how the different experiential learning components of Pratt's planning program come together. We consider the findings of an in depth assessment of a unique first semester seminar/studio course, based on a survey of both the students and community based clients over the past seven years, using the criteria proposed by Nemeth and Long (2012). We then consider examples of advanced interdisciplinary studio courses, the final thesis/ DPC requirement, and a range of internship opportunities, which enable students to develop their action oriented research skills and provide continuity in working with community partners. We draw recommendations in comparison to how these issues are addressed in some other planning programs. We hope this paper will contribute to the debates on how to incorporate practice-oriented pedagogies into planning education, and on service learning and community-university partnerships.

## 1234 | IMPLEMENTING A COMMUNITY-BASED KNOWLEDGE IN PLANNING TRAINING PROGRAMS IN ISRAEL

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**ABSTRACT:** The paper reports the findings of a research that examined and evaluated the applicability and feasibility of community-based knowledge in Israeli planning education. The research examined how community-based knowledge is implemented in planning curriculum of the four leading programs in Israel, recognized by the Israeli Planners Association (The Technion, Tel Aviv University, The Hebrew University, and Ben-Gurion University). Research included interviews with 12 key figures in these programs and analysis of the curriculum offered during 2015-2016, including catalogs and syllabi. This early analysis led to in-depth examination of syllabi found to have relation to community-based knowledge. The 60 courses selected were categorized by five main characteristics: hierarchy in the program; main subjects; pedagogical approach; knowledge and skills; operative models. Findings showed the affinity between the challenges of integrating community-based knowledge into planning practice and the academic dilemmas in attempting to include this knowledge in planning curriculum. Based on research findings, the paper explores different approaches and attitudes to community-based knowledge in planning, and discusses the opportunities and challenges of implementing community-based knowledge in planning education. The potential of community-based knowledge in planning, considering the demands of academic systems, and planning education programs more specifically, are explored in light of the need to update planners' tool box and prepare students to a changing world and its growing demands.

## SLOT T03.S01 | ROOM V1.03 | ROBERTO ROCCO, LIA VASCONCELOS | TU DELFT; FCT-UNL

### 216 | VERTICAL REDEVELOPMENT IN ISRAEL: THE COMMON INTEREST VERSUS COMMUNITIES' CLAIMS

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**ABSTRACT:** In this paper, we question the norms for realizing urban sustainability in vertical urbanization, by examining the contradictions between planners' agendas and individuals' or communities' demands. Based on research of planning hearings and major redevelopment case studies in several Israeli cities, we depart from the more common evaluation of post-construction community and relations, focus on long-time residents' claims, and draw attention to the first seeds of segregating towering and sharp societal alterations. Two national government strategies formed the momentum for vertical urbanism in Israel, each highlighting one frame of sustainability: The first promoted a strictly environmental agenda in the late 1990s, to stop urban sprawl by encouraging dense vertical rebuilding and urban regeneration. The second responded to the large housing protests of summer 2011, and offered egalitarian reasons for urging faster dense towering. In practice, planners made more, similar plans while using similar public-private practices. Despite growing criticism and contests, they also kept maintaining the supremacy of common national interests over residents' minor troubles. By probing recent debates thus created in planning hearings on urban renewal projects, we show how in cases of full evacuation and rebuilding planners rejected dealing with matters of social cohesion, access to housing and services, living arrangements, and community life. Moreover, we show how wealthier residents, especially in central and big cities, received more of planners' attention, and how the difficulties poorer residents are facing were presented and answered less. With these findings, we stress the necessity for conscious planning procedures, with better adaptation to the actualities of rapid vertical growth, of redevelopment practices, and of frequent tensions between sustainability's small and large matters.

### 372 | LEVELS AND SCOPE OF PARTICIPATED PROJECTS: CASE STUDIES IN THE PORTUGUESE CONTEXT

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**ABSTRACT:** In Portugal, there has been a growing concern, in recent years, about the participation of citizens in architectural and political decisions. The ineffectiveness of the traditional processes of participation of the democratic system proves incapable of responding to the contemporary problems of the citizens. In parallel it has been seen in recent years the deepening of the economic and financial crisis of 2007/2008, which, in Portugal, led to a sharp rise in the levels of unemployment in the architecture market. The lack of commissioning of building projects and plans, that had previously generated work, led to new concepts and approaches in particular in newly formed architects. On the one hand, there have been numerous collectives of architects motivated by issues related to political intervention and dynamics of social and territorial innovation. On the other hand, political decision-makers implemented new participatory instruments to support decision, such as Orçamento Participativo (Participatory Budget) (In Loco, 2017). This program has been implemented widely among municipalities in Portugal.

Citizens' participation in project decisions is a recurring theme in the 1960s and 1970s, which reappears with a new configuration at the beginning of the 21st century. These days are marked by years of economic crisis and the universe of facilitated circulation of information in a wide network system accessed by a large number of citizens. However, some questions arise concerning the levels and scope of participation. Since a conventional project involves a certain level of involvement of decision-makers, architects and users (Carlo, 2010), two questions arise: how can we now achieve a higher level of participation and involvement of stakeholders (citizens, Architects, policy-makers) in the project? How can we achieve a real bottom-up procedure, in which context problems find the best formal solution



(Alexander, 1964), during a process implemented in most cases by groups of architects outside the community of citizens for whom they work?

Starting from a brief reflection on different participatory processes related to the construction of housing in the post-revolution period of April 1974, research is carried out through the assessment of the participation level (Arnstein, 1969) of referred participated projects. The study of two exploratory case studies - Casa do Vapor (Almada, Portugal) (<http://constructlab.net/projects/casa-do-vapor/>) and "Building Together" (Guimarães, Portugal) (<http://constructlab.net/projects/construir-juntos-for-curatorslab-ecc2012/>) - and an exploratory proposal - "City Mosaic Collective" project (Mendes, 2017) - is approached. "City Mosaic Collective", which I am a founding member, aims to achieve a higher level of participation, Partnership (Arnstein, 1969).

The research points to conclude that although the two first cases studied do not reach the highest levels of participation (partnership), the initiatives reveal valid potential for their evolution.

**KEYWORDS:** Participated project; Partnership; Cova do Vapor; Building Together; City Mosaic Collective.

## 750 | SOCIAL PERSPECTIVES OF URBAN REGENERATION ON NEIGHBORHOOD-SCALE: THE CASE OF QUARTIERI SPAGNOLI IN NAPLES

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**ABSTRACT:** Urban regeneration processes can be defined not only by urban design and planning, but also considering an approach more focused on the social issues. In a deprived urban area due to marginality, vulnerability, poverty and social exclusion is useful to cope with its urban regeneration looking at the local welfare system that can be developed in order to generate well-being towards new forms of policy. This approach – based on local welfare (Bifulco, 2015) – implies a new conceptualization of city: from a top-down viewpoint of the policy-making processes, where the priority is a purely architectural requalification, to an interpretation of the city as an active and dynamic space where to build local welfare systems oriented to social inclusion, citizens' participation and inter-institutional relationships, working on the neighbourhood-scale of urban regeneration. This perspectives is focused on taking care of the citizens' needs, understanding and identifying the most critical problems that afflict a specific urban area, starting from the voice of its inhabitants. According to this perspective, the local welfare approach gives a fundamental role to the territory, seen as the best field to enhance the inhabitants' capabilities in the regeneration processes and projects. The development of a local welfare system provides a deep understanding of the main problems of an urban area, looking for the possible resources that can be activated for its urban renewal within a combined empowerment of places and people.

The paper aims to discuss the main strengths of this perspective analysing the peculiarities of an European Programme developed during the '90s in a deprived urban area of Naples: Quartieri Spagnoli. The case takes into account the implementation of URBAN Programme (1st edition, 1996-2000) for the urban renewal of Quartieri Spagnoli, showing with an ex-post qualitative analysis, how the Programme did not generated the expected results, related to social inclusion and social cohesion. The only urban regeneration process that took place was the one of Objective n. 1, aimed to the renewal of the typical handcraft activities of the area (such as carpentry, leather shops, hairdressing...). The other fourth Objectives, even the one dedicated to the architectural renewal of two open spaces, have proved ineffective. Only one out of five Objectives worked, thanks to the important role of a non-profit organisation in the governance of the 1st Objective. This association, called Associazione Quartieri Spagnoli (QSA), provides street-level welfare services to the inhabitants of the neighbourhood since the '70s, with a particular attention to the NEET. During the URBAN implementation, QSA had an important role in the 1st Objective, working for the inclusion of artisans and citizens' voices in the policy-making dedicated to the renovation of their activities. The approach of QSA was strongly based on the capability-building (Sen, 1992) processes, and it shows how the urban regeneration of a neighbourhood can takes place if related to the possible development of its local welfare system. This process can be inscribed in the territorialisation of social policies perspective, that is a key concept of the local welfare approach. The paper grounds its reflection in the social aspects of urban regeneration with a case study that underlines the importance of the local scale of urban regeneration, for the well-being of a deprived urban area.



## 871 | NEGOTIATING THE CITY OF MITROVICA

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**ABSTRACT:** Since 1999 when the war in Kosovo finished, urban territory of the city of Mitrovica and its ethnic demographic distribution changed drastically. While NATO troupes entering Kosovo, many Albanian refugees were turning back in their homes. At the same time while the ex-Yugoslav army withdrawn from Kosovo, Serbs clustered in the north of the city, blocking the main bridge and making impossible for Albanian community to go back to their homes. Since then, the bridge along the river Ibar became a check point, a barrier, a site of conflict, control, a peace park ironically and lately a site of negotiation. The bridge is everything else besides its main function – a bridge. While the river became a psychological border of the North and South part of the city after the war, later on with the decentralization process of the municipalities in Kosovo which came as a must from Ahtisari package document for Kosovo independence 2008, the river became a legal border and the city of Mitrovica now belongs to two municipalities. Any time that international community tried to find ways how to open up the bridge and promote the freedom of movement, Serb community put another barrier instead. This is what happens some years ago when they planted trees in the middle of the bridge to make impossible the movement and they named it the peace park. Recently when EU mission in Kosovo again tried to work on the bridge and reconstruct it with the agreement plan in Brussels (as a part of Kosovo and Serbia dialogue in Brussels) Serbs in the northern side built a wall 2 m high.

The city has been negotiated mainly in Brussels since the war ended. Everything that is linked to Mitrovica has become so politicized while people on the ground suffer for everyday needs. There is a lack of possibilities and opportunities for employment in the main industrial city of before. Youngsters are turning more and more into religious agenda which deepens more the contradictions between the two. Even though EU funded projects tried to work with young people creating spaces of social interactions such as rock school and/or IBCM – International Business College in Mitrovica which still have two branches north and south and they come together in a safer environment – international scene. Recently we developed a project on a river area of the city using the place making methodology and instruments. The idea was to start the debate about the river strip and reflect on it as a potential backbone for reconciliation, social interaction and culture/economic development. FACING THE RIVER is an initiative that wants to negotiate the city on the ground since results from Brussels dialogue always brought new types of barriers in the city, be it physical or social. Making a space to hear the stories of everyday, the problems and the needs of both communities we think that this can contribute to a new type of discussion and perspective about the city in the future. Can the river of division become a river of interaction? What can we learn from other divided context? Can peacebuilding happen along the spatial reflections and debate about the river/city with its people? What could be the role of the two municipal governments in one city territory? These are just some of the questions that we've started to work during our Facing the River workshop, which is to continue also this year seeking new stories and ways of social negotiation about the future of the city.

## 881 | DEALING WITH OPPOSITION IN PARTNERSHIP DEVELOPMENT PROCESSES

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**ABSTRACT:** My paper discusses the role of leadership functions confronting/dealing with oppositional initiatives of a 9-year-long partnership development process. Theoretically, partnership theory, leadership theory, and planning theory are all drawn upon and kind of interwoven in this particular action research case study. Along the way, a partnership development process between private-, public-, and volunteer sectors requires successful solving of coordination problems and challenges among these three diversified groups of actors taking part. Therefore, vital to a successful partnership development process and its inherent networking and leadership functions requirements, stands the stakeholder issue, the awareness of the actors' reasons for participating, the institutionalized rights they might carry with them or represent in order to become real participants of the governance processes.

Legitimate leadership functions in partnership development processes has been the main-focus of this particular action research project. Competing authorities, the very persistent opposition, challenged the leadership functions' legitimacy all the way. Still, the opposition represented relevant authorities constructing strong opinions of their own of what this all was about. To obtain the necessary legitimacy, the leadership functions had to establish a communicative atmosphere towards this opposition. Achieving such an ideal situation carried a prerequisite of power balance between extremities, i.e. between the partnership development project and its opposition. As years went by, this balance was disturbed and opened up for a total oppositional rationalization of the power situation, a fact that vitally affected the legitimation elements, both in terms of the leadership functions and the project itself. The opposition materialized itself through the action taken by specific local politicians in the contemporary municipal councils, during all four different municipal council-periods/election periods. The opposition to the partnership development process manifested itself differently, though through developed patterns of similar behavior, along the time line during all these years.

It was the same three leaders of the opposition throughout this period. Their roles transformed from that of ordinary municipal council members or/and municipal executive board members during their first election period of four years in the municipal council, to either becoming the local party group leader or, regarding this particular partnership development case, a very prominent party group member.

Why and how was the project repeatedly stopped on the verge of final realization? There is no easy answer to explain what really happened regarding the leadership functions of this particular partnership building process. It is almost impossible to isolate or talk of the failures of one particular leader or one particular leadership function through all these years of repeated attempts at materialization. In addition, it is safe to state that the leadership functions, anyhow, had not obtained legitimacy to the extent needed in order to get the final, formal decisions taken. All the time there has been a close connection between legitimate leadership functions and a legitimate project. These two requirements of obtained legitimacy worked as parallels.

## 1145 | URBAN REGENERATION PROCESS AS AN ASSET TO RISE ACTIVE CITIZENSHIP: THE HUMAN CITIES EXPERIENCE

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**ABSTRACT:** While the fastly developing world is facing a rapid urban growth, these processes have been in a full swing much earlier in the s.c. western world. Many of the western cities thus face a need for a redevelopment and regeneration of the already aged-up urban quarters constructed in the periods of their fast growth. Typical examples are the modernist urban neighbourhoods built in the decades after WWII which offered new standards of living when constructed, but need renewal and upgradings to cope with the needs and expectations of contemporary inhabitants. At the same time they are the places of higher densities with a high social potential.

The latest economic downturn confronted European cities and their spatial development departments with a need to employ new resources for a successful urban regeneration. In this context responsible citizenship is interpreted as a much desired engagement of local inhabitants by voluntarily investing their skills, knowledge, time and other resources in the regeneration of their local environments.

The presentation will put light on these processes and their actors on the basis of the research done for EU Human Cities project running in twelve European countries. The project aims to encourage and enable civil society accross Europe to actively contribute to urban regeneration of their living environments in byparticipatory way and reclaim their local public spaces in a do-it-yourself urbanism approach. The presentation will debate different interests of various actors in these processes and their shared values that help in setting up a dialog. Citizens' motivations and expectations that make them decide to actively participate will be presented into details. They reveal a variety of lived worlds with various operational matrices that need to be orchestrated to achieve sensible goals for a benefit of the whole community. The lessons learnt for the planning authorities will be outlined too as they indicates where the support as well as »power« in a top-down manner is needed to achieve not only spatial and functional improvements of local urban environments but also contribute to a greater social cohesion.

## SLOT T04.S01 - SPECIAL SESSION | ROOM GA1 | OSTEN AXELSSON | STOCKHOLM UNIVERSITY

### 264 | PERCEIVED QUALITY OF URBAN OPEN SPACE: A STOCKHOLM CASE STUDY

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**ABSTRACT:** This paper reports on a pre-study conducted in Stockholm, Sweden, in collaboration with the City of Stockholm. The purpose was to characterise and to investigate the potential for improving the quality of the environment in a centrally located park area in the city. A walk was conducted in the area together with 61 residents (38 female, 22 male, 1 missing value) aged 15 to 77 yrs. (Mage = 54.6 yrs., SDage = 15.2). In the walk the participants assessed five preselected sites in and near the park, with regards to their overall, auditory and visual qualities. A Principal Components Analysis of all 53 variables showed that the data largely converged on a two-dimensional model defined by the two principal components Pleasantness and Eventfulness. Pleasantness was largely related to the absence of artefacts, as well as the presence of nature and the sound of people. Eventfulness was related to how active the sites were perceived to be in overall, auditory and visual terms. Eventfulness was also associated with the presence of people. The more people, the more active or eventful the sites were perceived to be. The overall quality of the five sites was best explained by the absence of the sound of road traffic. The less the sound of road traffic was perceived to dominate a site, the higher the perceived overall quality. As mentioned, the perceived dominance of the sound of people was not related to Eventfulness, but to Pleasantness. This shows that at some of the sites people could be seen but not heard, probably because the sound of people was masked by the sound of road traffic. Seeing people without being able to hear them probably created a ghostlike situation, leading to a feeling of discomfort. How safe and secure the participants felt in the area depended on the perceived dominance of natural sounds. The more the natural sounds was perceived to dominate a site, the safer and more secure the participants felt. These results indicate that decreasing the perceived dominance of the sound of road traffic, allowing other sounds to be heard (e.g., nature and people), could potentially improve the quality of the area.

### 274 | AN INDOOR SOUNDSCAPE SURVEY ON THE USER'S COPING METHODS FOR NOISE ANNOYANCE, DISTURBANCE AND LOSS OF CONCENTRATION IN PUBLIC STUDY AREAS

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**ABSTRACT:** Over the past decade, there have been various studies examining the quality and responses of people to the soundscape of urban spaces. These studies have proposed many ways to differentiate soundscapes and showed that it is not always the sound levels that matters. Meanings associated with sound sources, how they are perceived by the listener and the physical settings are equally important. On the other hand, very few studies are conducted to examine whether these principles of soundscape can be applied to enclosed spaces.

Among the parameters that affect an indoor physical environment, the acoustical environment and uncontrolled sound levels are the most dissatisfaction (Jahncke et al., 2013; Kaarlela-Tuomaala et al., 2009; Kim & de Dear., 2013; Lee, Lee, Jeon, Zhang&Kang, 2016; Zhang et al., 2012) Dissatisfaction with the sound environment can have a negative effect on a variety of factors such as health, well-being, job satisfaction, productivity, etc. Balazova and colleagues used laboratory experiments to examine the effect of temperature and noise on human perception, comfort and task performance (Balazova et al., 2008). The results showed that noise and temperature have a negative effect on the overall acceptability of a space. Ability to concentrate was decreased by rising temperature and noise. Another study conducted by Zhang and colleagues showed that various sound sources inside and outside the working environment were either disturbing or very disturbing (Zhang et al., 2012). The most annoying sound are came from the

outside, mainly traffic sounds, followed by ventilation and working space equipment sounds. It is also interesting to see that the vast majority of users preferred to have a background music and use music players while working. However, when they were asked what they would think about using natural sounds (bird, wind, water) as a masking background sounds participants expressed negative feelings.

This paper presents the results of an indoor soundscape survey that is conducted in public study areas of the Bilkent University Campus. These public study areas located at the library, dormitories, the Faculty of Fine Arts Design and Architecture, and the Faculty of Science. Aim of this research is to briefly explore the acoustical conditions of each study areas and identify the coping methods employed by the individuals due to noise annoyance, disturbance, loss of concentration, etc. Questionnaire survey has been conducted as the main means of collecting the data. In-situ measurements of sound levels (LAeq) are held to determine the background noise. The results showed that participants listen music through earphones as the primary method to cope with the background noise. Participants' responses revealed that listening lyrics in their native language (Turkish) can affect their concentration negatively.

## 490 | RESEARCHING SOUNDSCAPE CONCEPTUALIZATIONS, CONTEXTS, AND INFORMATION IN URBAN PLANNING AND DESIGN PRACTICES THROUGH INTERVIEWS

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**ABSTRACT:** A quiet city is not necessarily an interesting or successful one. The soundscape approach, which implies that the sonic environment can have positive and negative aspects, applies to a wide range of urban scales, from individual buildings and parks to the entire city; the approach also applies to plans, designs, and decisions made both before and after an intervention is done. Soundscapes contribute to a sense of place and encourage activities appropriate for the environment (e.g. marketplace sounds encouraging conversation and purchasing). Yet, despite the quickly growing body of evidence supporting the potential for improved urban sound quality, virtually no world cities are adopting soundscape planning and design initiatives in earnest, reinforcing a research-practice gap on urban sound. The gap is widened by differences in vocabulary, training, conceptualizations, resources, and shared literature.

Shifting the focus from city users to city makers, this study aims at understanding the ways in which urban designers and planners (UDPs) conceptualize and integrate soundscape concerns in their everyday practices. 22 UDPs from six countries in Europe and North America and from both public and private sectors were interviewed in a semi-structured format in four parts: (1) questions about the workplace and daily responsibilities, and a listing of technical factors key to the participants' work (e.g. historic preservation); (2) in-depth conceptual discussion on two factors from (1), one sound-related and one chosen at random; (3) setting the same two factors in context, i.e. how they were integrated in a recently completed project and one in progress; and (4) questions on information sources, demographic details, and a debriefing.

In listing technical factors, UDPs offered between 10 and 26 unique factors, confirming the diversity of their work responsibilities. While only 11 mentioned sound (usually as noise) without prompting, the remaining 11 confirmed that they indeed considered it. Though other conceptualizations persisted, noise is largely conceived as an environmental constraint imposed on their project, sometimes from inside (i.e. their new project would make some noise, particularly in the construction phase), but more often from outside, where they needed to shield occupants from the existing sound sources. UDPs strongly linked sound to quality of life or well-being, but only in the sense that too much noise can compromise the two. Only four urban designers suggested that sound could produce positive effects for their projects, articulating soundscape themes without explicit knowledge of the approach.

Relevant participant characteristics affecting soundscape conceptualizations included organization size, location of work, and whether they identified as planners or designers; level of management emerges as an additional characteristic only when discussing specific projects. People were heavily relied on as information sources, and their strategies to access specialized knowledge depended on the size of their organization, among other variables. Implications are discussed for ways to reach UDPs with educational materials specifically tailored for the various types of practitioners and work situations to help them identify and achieve better soundscape outcomes.

## 491 | SOUNDS IN THE CITY WORKSHOPS: INTEGRATING THE SOUNDSCAPE APPROACH IN URBAN DESIGN AND PLANNING PRACTICES

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**ABSTRACT:** Soundscape is defined as the acoustic environment as perceived and experienced by people or society, in context. The soundscape approach captures the idea that 'appropriate' sounds can be used to positive effect; it is a deviation from the traditional urban noise mitigation approach that aims to make the city less negative but not necessarily more positive. Traditionally, soundscape research has focused on the perspective of 'city users', but recent projects are extending that relationship to include and understand the role that 'city makers' play. A new collaboration between university researchers, acoustic consultants and the City of Montreal addresses this gap between soundscape research and urban planning and design practices via outreach and knowledge co-creation activities with practitioners of the built environment and the general public.

Presented as a case study on potential collaborative styles, a workshop in November of 2016 was conducted concentrating on animating pedestrianized areas in the sonic dimension for actors from the academic, public, and private sectors. The full-day workshop featured three separate educational formats: instructional (with presentations by researchers and practitioners), co-design exercises focusing on three new pedestrian zones in Montreal (selected by the City), and audio demonstrations (recreating different soundscapes, explaining the current noise regulations, and relaying the experience of low-vision users who rely on sound to navigate through public space).

24 of 64 registered participants completed an exit survey on their experience at the soundscape workshop. Responses indicated strong levels of interest for all aspects of the workshop, with a notable enthusiasm for the audio demonstrations.

The workshop format provided a collaborative environment where we were able to test the appropriate content, media, and tools for communicating with urban planners and designers about soundscape concepts. In doing so, we helped bridge the gap between soundscape research and planning and design practices, allowing both sides to contribute equally to this discussion, build on each other's ideas, and focus on content that was both useful and usable. This approach offers great potential for shaping the future of urban noise management, because it encourages planners and designers to incorporate sound considerations into the conceptual phases of their projects.

This work constitutes one aspect of the Sounds and the City project, which also includes best practice reviews of urban noise management and exploring ways of integrating insight from soundscape research into noise regulations. Our research findings on the barriers and facilitators of research-based practice could also benefit other domains (e.g. climate) where established research expertise can be used to help practitioners make more informed decisions. Facilitating collaborations between researchers and practitioners as equal contributors can dramatically improve the quality of our urban environments.

## 1008 | SENSESCAPES AS 'BRUSH STROKES' OF AN URBAN CANVAS: FROM SOUNDSCAPES TO A MULTI-SENSORY FRAMEWORK OF ANALYSIS OF URBAN SPACE

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**ABSTRACT:** As planners and designers try to create and (re)design urban space, emerges the need to understand how the built environment influences the production of its 'sensespaces'. Urban environment aesthetics is a multisensory composition of visual, sound, smell and haptic characteristics. Like with an artwork (whether a painting, a piece of music, or even a sculpture), and although most of us can experience it in different ways and at different times, its full understanding depends on how much we know



about its context, the artist(s), and the materials. Therefore, this presentation will introduce streets (urban public space) as the 'artwork', and senses as the 'brush strokes' of an urban canvas.

To explore the role of the built environment in mediating individuals' sensory experiences this research firstly focuses on non-visual multisensory characteristics of what people experience when using urban space. However a comprehensive descriptive analysis also implies a comprehensive methodological approach. An approach that promotes total immersion of researchers and interviewees in the research areas and a full-embodied multi-modal experience. Therefore, this presentation will explore the results of on-location street interviews in Bishopsgate London promoting direct engagement with urban space and immediate feedback from people on their experience while they are experiencing it. Through the way street users express themselves when asked how they perceive the urban environment it analyses the link between urban realm and 'sensescape' of a place. It will illustrate some key results from this research starting from a more in-depth analysis of the 'soundscapes' of Bishopsgate London, introducing the four main characteristics and elements to explore in urban investigation, and aiming at the creation of a comprehensive but open framework of analysis of how the remaining 'sensescape' can be defined and analysed.

As the built environment varies in geography, time, culture, etc. this investigation primarily creates an adaptable and transferable framework of analysis of how non-visual 'sensescape' can be defined and analysed. An alternative tool to understand the role of perception in mediating the human-environment relation and an analytical framework capable providing urban planners and designers with better tools to (re)design the city in sensuously fitting and stimulating new ways.

**KEYWORDS:** Multi-sensory; Sensescape; Soundscapes; Urban analysis; Analytical framework

## 1099 | ENCOURAGING INTERDISCIPLINARY COLLABORATION AND SOUND AWARENESS AMONG CITY MAKERS. A WORKSHOP REPORT

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**ABSTRACT:** While the effects of sound on the wellbeing of urbanites are well documented, sound and the auditory experience are relegated to discussions (both policy and academic) on noise management and control. There is converging evidence that sound can be considered as an urban resource that can support or enhance processes of urban public space design, transformation and management. Among increasing calls advocating for sound awareness and moving beyond the sound-as-noise approach among citizens, researchers, practitioners and policy and decision-makers, we organized an interdisciplinary workshop bringing together actors from two well-established fields of research and practice that have so far engaged in limited collaborations in Amsterdam: public space and sound. In this paper we report on the findings of this workshop, organized in Amsterdam in September 2016, entitled: Urban Public Space and Data Gathering: Sound and the Amsterdam Auditory experience.

Its goal was two-fold: (1) to create a platform for discussion and inter and multidisciplinary collaboration and exchange between various local public space and sound experts, and (2) to create awareness, both methodological, in terms of strategies and best practices for conducting urban research in multidisciplinary teams that could continue the efforts to bridge the gaps between research and practice, as well as thematic, by focusing on sound and the urban auditory experience, taking participants outside the classroom and asking them to reflect on their own sensory experience, in situ, in real time.

The workshop had a mirror-like structure, including identical debates focused on three key aspects of participants' knowledge on and experience with public space (morning), and sound (afternoon): (1) challenges faced in everyday work; (2) challenges faced in collaborations (particularly interdisciplinary or academia-practice collaborations); and (3) strategies of discussing and communicating these challenges to partners from other disciplines or fields of practice. The innovative component of the workshop was its soundwalk through the center of Amsterdam, as a teaching or awareness-raising method, that helped participants to tap into their own tacit knowledge on urban auditory experiences and elicited interest in the auditory composition, identity and even design of the city.

A synergistic consensus emerged where auditory issues were connected to broader theories and problems from public space research and sound was given as a topical case study. These include: the importance of situated approaches, a focus on people as end-users of spaces, understanding intra- and



intergroup differences among user groups and relying on bottom-up approaches for accessing local knowledge and supporting successful local interventions and transformations of spaces, including locally-based auditory interventions.

Such workshops are essential for the development of platforms for cooperation and communication, where researchers and practitioners enter dialogues on local and universal practices on how to bridge inter- and trans-disciplinary gaps, how to translate research needs into policy needs (and vice versa) and where sound awareness can be promoted among participants, emphasizing sound as a resource that can help city makers to achieve their goal of developing livable cities, accommodating the dynamic needs of diverse groups of users.

## 1129 | WINTER CRUSH AND SUMMER SIESTA IN ZAGREB - PERCEPTUAL DIFFERENCES IN SOUNDSCAPE OF THE SEQUENCE OF URBAN OPEN SPACES IN ZAGREB

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**ABSTRACT:** This ongoing research focuses on perceptual differences within the sequences of urban open spaces in historical city centres of Zagreb, Croatia, and Sheffield, United Kingdom. Both locations are recognised as the sequences of acoustically specific urban open spaces. It is argued that learning their perceptual differences and similarities could lead towards better understanding of the importance the soundscape and authenticity of heritage setting can have for management and enhancement of urban open spaces.

In the focus of this paper is the sequence in Zagreb, colloquially known as the Green Horseshoe due to its planar shape. It consists of seven squares and one park characterised by approximately same size and shape (approximately 2 ha), and similar traffic plan but different ambiances due to different plantations, different position of pavilion buildings and different activities. Its visual and acoustic properties differ from one square to another like rooms within the baroque enfilade from salon to boudoir – from the square containing the opera building to the botanical gardens. It was built at the end of the nineteenth and the beginning of the twentieth century. Today it is the vital part of the Zagreb historical city centre characterised by the high level of preservation of the historical setting. However, not every urban open space within the analysed sequence is equally vital, nor adequately used regarding its potential due to the representative design and position within the city centre.

The research is primarily concerned with visual and aural perception and their congruence. Methodologically, it is based on onsite recordings, questionnaire held in laboratory conditions and software analysis of both psychoacoustic and objective acoustic parameters. Monitoring of the locations was so far conducted in December 2014, February 2015, June 2015 and December 2016 in Zagreb, and in September 2017 in Sheffield. It consisted of onsite recordings using the monaural microphone and three-dimensional recordings using the sound field microphone and one recording point per square principle. The congruence between the soundscape and visual urban landscape was investigated via questionnaire in laboratory conditions using the selected recordings and photographs of the actual urban open spaces.

Difference between results at several urban open spaces so far indicate that the whole sequence isn't equally congruent. Although there was no significant difference in the average sound pressure levels at the location in Zagreb, as the whole sequence is equally characterised by the high presence of motor traffic sounds, significant difference in the frequency of sonic events, especially the sound of people, was noticed. The effect of adding commercial urban activities in urban open spaces characterized by low congruence values is to be analysed due to the programs planned by the Zagreb city tourist board in 2015 and 2016, such as ice skating or pop up restaurants not being present in 2014 in some of the analysed squares. Therefore, a conclusion towards the influence of commercial urban activities in heritage places on the assessment of soundscape and congruence between the visual and aural perception is expected.

# 1265 | URBAN SOUND PLANNING AND DESIGN- A BRIEF SURVEY OF COMMON AND ALTERNATIVE STRATEGIES FOR DESCRIBING AND MANAGING SOUND IN COMPLEX ARCHITECTONIC SPACES

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**ABSTRACT:** Today the most commonly utilized communicative and operative strategy for dealing with sound in dense and complex architectonic spaces is unfortunately often characterized by reductionist attitudes and defensive action plans that do not sufficiently take into account the positive possibilities of this complex phenomenon and its wide spectra of effects and meanings. Focusing on the negative dimension of sound in urban conglomerations is not enough if we want to work in a creative and strategic manner with the rich diversity of urban sound qualities when designing sustainable cities for the future. A vibrant, active and dense city generate all sorts of sounds, some are more prominent than others while some occur mainly in the gaps or absence of intense sound masses coming from for example oscillating flows of traffic. Moving through the city is apart from being a visual experience also a sonic experience that varies in intensity and contents. Site specific sound is the result of all of the events and actions taking place at a given location at a certain time whose perceptual quality is affected by the spatial circumstances and possibility for the inhabitants to be exposed to and participate in various sonic spaces depending on one's needs or requirements at the moment. This presupposes the existence of a variegated urban sonic environment accessible for everyone regardless of age, gender, physical ability or socio-economic status. Therefore, it is important to consider this subject already at an early stage of the urban planning process in order to make adequate and well thought-out decisions in regard to existing or future sound qualities as the final outcome of these decisions will affect the well-being and social life of urban inhabitants for a long time to come. To enable such a scenario it is important to extend the interdisciplinary communication and knowledge exchange around the qualitative dimension of sound as well as to develop operative and creative strategies for urban sound planning and design that are relevant and useful for urban design disciplines for example.

This paper sketches a brief overview of both well-established and experimental strategies for handling and communicating sound in complex architectural spaces and by so doing outlines a possible descriptive and operative tool box for potential action.

## SLOT T04.S09 | ROOM GA4 | CARLOS BALSAS | UNIVERSITY AT ALBANY

### 187 | 'TOWERS-IN-THE-PARK': NEW SUBURBS IN THE CITY HUB

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**ABSTRACT:** 'Towers-in-the-park' is a term coined at the beginning of the 20th Century to describe modern high-rise residential planning. The term, associated with the legacy of the French planner Le Corbusier, is used here to describe the type of luxury apartment development which is extremely popular in the US, Europe and also in Israel, where the study takes place. Offering prestige communal living for the middle or upper-middle classes, 'towers-in-the-park' neighborhoods create detached and socially segregated living areas. With low population density, stemming from the dispersed urban structure, and tendency toward private transportation, these neighborhoods provide a suburban atmosphere in the hub of the metropolis. The study examines the effect of this prevalent type of development on existing cities, focusing on the social and the economic implications and on urban design, transportation systems and municipal services.

Towers-in-the-park' forms a major type of urban development in Israel for more than two decades. Nevertheless, their social, economic and environmental implications were never thoroughly examined. Particularly, in the face of a continuous housing crisis, local and governmental planning agencies promote the construction of new neighborhoods of this type at central as well as peripheral locations. Our study found more than twenty new 'towers-in-the-park' neighborhoods built in Tel Aviv metropolitan area in the last twenty years. Such neighborhoods are usually planned, constructed and populated by a single developer, having very similar features: the buildings are ranging 8-25 stories, usually located away from streets and sidewalks, surrounded by lawns and parking, containing remarkable entrance lobbies and secured access; the neighborhoods are spacious, including significant open spaces and landscaping development; commercial and community centers are usually isolated from the apartment buildings.

The study includes a comprehensive analysis of the socio-economic features of inhabitants in 'towers-in-the-park' neighborhoods, in comparison to the profile of residents in the nearest city/town. In addition, in-depth analysis of urban design and municipal services was conducted in six new 'towers-in-the-park' neighborhoods, in comparison to six veteran neighborhoods in a nearby city or town. Finally, a phone survey of 600 residents, 50 residents in each of the examined neighborhoods was conducted, in order to learn on residents' feelings regarding their neighborhoods, the social relations conducted there, and the relationships with nearby city.

The findings reveal a harsh social segregation created by this type of development: residents in the new neighborhoods are significantly younger, have more children, are richer, more educated and more car oriented than inhabitants in the nearby city or town. While veteran neighborhoods are kept in a poor condition, new neighborhoods enjoy good shape and sound maintenance of apartment buildings. And, despite their self-representation as 'communal' living areas, private and public spaces in 'Towers in a Park' neighborhoods produce less of a communal lifestyle than portrayed in the advertisements.

Based on the research, we maintain that 'towers-in-the-park' form detached suburbs, even when they are located in the hub of the metropolitan area. The paper further discusses this aspect of urban living and concludes with recommendation regarding planning and development of new neighborhoods.

### 404 | REVITALIZING PHOENIX'S INNER-RING SUBURBS

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**ABSTRACT:** The Phoenix metropolitan area was greatly affected by the 2007-2008 financial crisis. The growth rates experienced in previous decades were substantially reduced and although the impacts were felt in many areas, they were especially severe in the real estate sector. Many cities and towns experienced high foreclosure rates and depressed property values. Phoenix implemented a major effort to revitalize its downtown area while several inner and outer city suburbs were deprived of resources, political attention, and had to rely on existing networks and community dynamism to execute their neighborhood revitalization projects.

This article uses a conceptual framework of place, non-place and placelessness to discuss the most recent transformations in three inner-ring suburbs in the city of Phoenix: Maryvale, Van Buren, and South Phoenix. The opportunity to analyze suburbs with distinct characteristics (i.e. residential, commercial, and industrial) brings forth a more complete characterization of the urban-suburban transformation dichotomy. I answer these research questions: how have these three suburbs changed over the last ten years? What roles did their community governance structures play in those transformations? And what is distinct about these suburbs in the southwest context of growth, decline and stabilization, if anything? Data come from multiple sources but especially from background studies conducted in three separate senior studios taught at Arizona State University in the late 2000s.

I hypothesize that inner-ring suburbs proved to be more resilient to the financial crisis than many outer suburbs and the downtown area. The massive investments in downtown Phoenix during the last decade or so were able to partially invert decades-old suburbanization trends. Although regional governance is still a problem, the planning goals of sustainable urban regeneration, metropolitan resilience and integrated territorial cohesiveness have all been experimented in the neighborhoods. This article should be of interest to those studying sprawl retrofit strategies, neighborhood governance interventions, the role of planning and urban design in influencing urban transformations, and planning pedagogy in a climate of financial crisis.

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## 686 | THE CONSTRUCTION OF PUBLIC SPACE IN HIGH INTENSITY GATED COMMUNITY: A CASE STUDY OF ZHONGYUAN TWO-BENDS COMMUNITY IN SHANGHAI

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**ABSTRACT:** High-intensity, super block model and gated community is the mainstream of newly built communities in most Chinese cities, due to the requirements of urban development system, technical specifications and capital operation. This development model aims at efficiency and effectiveness, and solves the material difficulties of housing demand. It can meet the requirements of privacy and safety, but it will destroy the urban fabric and public life.

Zhongyuan Two-bends Community is an important shantytowns transformation project in central city of Shanghai. It covers an area of 49.5 hectares with a total construction area of 1.6 million square meters and a population of 35,800. This paper takes Zhongyuan Two-bends Community as a typical case of high intensity gated community. This paper analyzes its residential layout and organization of public space, and evaluates the degree of exposure and wind environment of the public space through the computer simulation. This paper also analyzes the residents' evaluation by interviewing with residents and crawling online social topics. The public space of Zhongyuan Two-bends Community mainly displays the following characteristics: (1) The design methods like residential mixed layout, overhead public space and so on make the public space inside the community have high quality and good physical environment. (2) The community's road networks and public service facilities are lack of convergence with urban networks, which is not conducive to urban public life. (3) Its neighborhood communication model is different from the traditional lanes and the new estate for workers. The construction of public space is only a small step of community building.

Consequently, it's possible to avoid the current problems by encouraging the small-block model and guiding the urban design at the stage of regulatory planning, taking multi-developers development pattern and innovative approaches. At the same time, the initiative of governments, developers, planners and residents should be mobilized to enhance the creativity of public space construction and community building. The construction of community public space can not be stopped within the community, but should be put into the city scale.

## 812 | SUBDIVISION A LA CARTE: PUBLIC SPACE AND THE MORPHOGENESIS OF A FRAGMENTED METROPOLIS

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**ABSTRACT:** The article outlines the morphogenetical analysis of complex metropolitan fabrics in Lisbon's Metropolitan Area, as part of AdaptPolis, a research project based at the Faculty of Architecture, University of Lisbon, regarding adaptive policies and planning tools for fragmented metropolitan territories.

The project's rationale aims at understanding the processes underlying areas of landscape and infrastructural fragmentation (territorial vacancy, splintered urban fabrics, spatial clashes between large scale infrastructures and local places) and their potential for new uses and structural adjustment. The research's point of departure acknowledges that, during the last two decades considerable investment in infrastructure and urban renewal programmes have considerably improved the spatial quality and functional attractiveness of various metropolitan settlements. However, critical gaps remain still at the intermediate levels of connectivity, cohesion and local integration.

Three fields of urban policy are opportunities to capitalize existing spatial and infrastructural resources: 1) open space, urban voids, metropolitan landscape; 2) spatial development, infrastructural networks, mobility 3) urban and territorial regeneration, real-estate development, spatial planning policies.

The project focuses on Lisbon's Metropolitan Area and, specifically, on a critical area of landscape and infrastructural fragmentation along the Lisboa-Sintra railroad axis. This site, triangulated between the suburban settlements of Cacém, Massamá and São Marcos is shaped by large and vacant open spaces, splintered urban fabrics and spatial clashes between large scale infrastructures and local places. The local municipality is partnering with the project team to provide data, diagnosis and continuous assessment of research findings.

Under this framework, the article will present results from an initial stage of development, in which morphogenetic analysis are being carried out. Specifically, the article will focus on the spatial production of public space in the process of suburban development in the study area, from the 1950's until 2011. This process resorted mainly to rather casuistic and private-led subdivisions, especially before the approval of a municipal masterplan in 1999. Since then, even with the framing of a comprehensive urban planning framework, the process remained largely fragmented. It was mainly based on the maximization of built area ratios, keeping the then misadjusted rustic parcels as development boundaries and without the needed update of intermediate level plot patterns and network provision.

Preliminary results point out to the existence of major territorial gaps inherited from an urban growth process in which public space quality, continuity and spatial coherence were left behind in the wake of piece-meal development. To illustrate these results, three lines of analysis based on cartographic interpretation and systematization will be presented, along with the framing of major legal keystones:

- the role of rustic land plot patterns in the becoming of one of Lisbon's most prominent suburban settlements;
- the evolution and characteristics of public space and infrastructural amenities since the late 1950's, and their changing design, regulatory and real-estate market rationales;
- a preliminary morpho-typological table of the site's urban fabric based on public space characteristics.

## 1208 | THE GATED COMMUNITY IN CHINA

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**ABSTRACT:** As the standard form of contemporary residential development in China, gated community has pervaded in every Chinese cities and among all social classes and groups in Chinese societies. However it's also claimed by researchers that the gated communities have resulted in indispensable urban issues in Chinese cities, including having greatly reduced the land-use efficiency, restricted the development of urban transportation and the negative impact on the public spaces (Huang & Feng, 2008; Wang, 2010; Wang, 2014). Under such circumstances, Chinese government has officially announced the reforms of the current urban residential wards in China by gradually removing the gates of the contemporary gated communities and danwei (work-unit compounds), which has provoked a variety of controversies (Liu, 2016).

Although recognized as a global phenomenon, the gated communities in Chinese cities have embraced the unprecedented levels of prevalence, pervasion and variety, owing to the distinctive and widely welcomed Chinese spatial forms (Wang, 2014). Therefore the essay aims to explore the issues that how the gated community has been developed into the contemporary spatial forms in order to provide a new perspective to solve the controversy.

Furthermore, as was insisted by Lefebvre and Smith (1991), the socially and spatially construction forms of space are shaped by its history, culture, politics and ideology. Therefore, aiming at a holistic understanding of the spatial construction of gated communities, the essay will first reviewed the typical models of gated residential patterns in Chinese cities, following a chronological sequence, attempting to examine the historical origins of contemporary gated community and summarize the ingrained morphological characteristics which were inherited from the traditional enclosed forms. The second part of this essay will critically evaluate the cultural ideologies and values which have arguably resulted in this gated tradition and the identified spatial characteristics. Based on the studies of a series of typical settlement models, the essay will end with a brief conclusion and few recommendations on the reform policy.



## SLOT T04.S17 | ROOM GA5 | CARLOS HENRIQUES FERREIRA | FA-ULISBOA

### 326 | DENSITY FOR DIGNITY: INJECTING INFRASTRUCTURE AND AMENITIES INTO CENTRAL NEIGHBORHOODS

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**ABSTRACT:** Despite 20th century urbanism promises, extensive post-WWII re-development and subsequent urban renewal, inefficiencies in infrastructure have persisted in central city neighborhoods, undermining urban dignity in terms of civic life, private lifestyles, city function and city form. Built-out space, restrictive legislation and limited funds prevent the revitalization of such significant areas and fuel downgrading. Furthermore, in several cases, depopulation, the influx of (mostly illegal) immigrants and refugees, abuse of public space, ageing building stock and lack of investment have propelled a vicious cycle of urban decay.

Central Athens was radically redeveloped from a neoclassical into a modern city of apartment buildings, however with continuous facades. This produced a homogeneous urban landscape of a 20m-thick built layer, consisting of a singular urban typology, the mixed-use Domino apartment building, over the natural terrain along an unaltered city plan. This process improved living conditions through modernization, attracted internal and, later, international immigrants and caused expanded redevelopment and, then, sprawl. However, rapid growth made it impossible for infrastructure to keep pace, causing congestion, pollution and poor social services. Recent efforts have contributed some public infrastructure, but had no impact on private space. Small property sizes, modest private means, social inertia despite encouraging legislation, and above all, the persisting 'Greek crisis' have led all effort to a halt. Prerequisites for dignity, be they public or private, are increasingly lacking. More radical and visible changes are needed.

Next to new public infrastructure networks and responding to the situation of developed ground, a combination of two design strategies operating in a selective / acupunctural manner in the privately owned space, is proposed:

- 'Carving out' can eliminate less privileged spots and create space for lacking infrastructure, public and profit-making space;
- 'Infilling' can replace unprivileged spots with necessary space for amenities and infrastructure. Public, communal, shared, and private spaces can be provided. Infill spaces will remain invisible.

An enriched urban typology has been devised:

- New Voids; carved spaces for public arcades, loggias, covered terraces, etc.
- New Solids; infill spaces, top- or side-lit, for car parks, indoor athletic facilities, community spaces, winter-gardens, etc. or, even, profit-making spaces.
- New Grounds; elevated surfaces for outdoor rest or exercise, roof-gardens, urban cultivations, day care, etc. or, even, a new layer of development.

Model design schemes, illustrating the strategies and typologies proposed for universal application in high density built out urban areas, will be presented.

### 445 | DESIGNING MACAO: THE IMPORTANCE OF PUBLIC SPACE FOR TERRITORIAL INTEGRATION

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**ABSTRACT:** Macao's urban history is a symbol of the significance of public space and the power that spatial structures can exert for states controlling its actions and empowering nationality, for developing

local-global economy competitiveness and territorial re-scaling (Morais 2014, 2009). The territory's transformation can be defined by three main spatial orders and state projects: i.e. a period of territorialisation (from 1557 to 1987), which aimed primarily at securing the Portuguese presence in the territory, and the following processes of deterritorialisation and reterritorialisation, both driven by the post-1987 capitalist economy, national modernisation project and globalisation forces (Morais 2014). This paper focuses on the post-1987 period in which the Special Administrative Region of Macao (MSAR) is being planned to integrate the Greater Pearl River Delta (PRD) City-region by 2049. It argues that public space has the possibility of mediating change and nurturing a successful integration through a constructive urban design that capitalises on cultural and spatial contexts, and provides for a sense of continuity among fast urban transformation. Macao was never a homogenous creation - the population was diverse, the political power was unclear and space was polysemic. The territory was in constant flow, but nonetheless was able to design a rooted society due to the assistance of urban (public) space, which provided the necessary openness for dialogue – in time and across cultures. Thus, Macao's example shows that public space can play a role in equilibrating the path of social and economic development in the changing territorial production of 21st century China. As in Europe, the future of China is being designed in cities and if we don't get it right in cities, we won't get it right at all[1] (Hahn 2013).

This study builds up on a long-term research on Macao's urban transformation and politics of territorial identity (1557-2009/2049) and prior publications. Theoretically, it combines notions of urban design and place-making from urban studies and anthropology in relation to globalisation (i.e. territorialisation, deterritorialisation and reterritorialisation). It explores the production of public space and cultural identity in the service of a state's political and economic projects. Methodologically, qualitative methods combined morphological analysis and an ethnographic approach. A total sample of 86 interviews were conducted in Macao (2009), which 60 were collected in seven public squares (Leal Senado, Lilau, Hong Kung Temple, Carlos da Maia, Triangular, Tap Seac and Lotus) and 25 were done to architects, government officials and decision-makers from Chinese, Portuguese and Macao groups. Field work further combined an analysis of primary and secondary sources, narratives, documents and maps from both Portuguese and Chinese sources. Yet, this study is a Portuguese perspective due to the complexity of the subject examined and plurality of interpretations regarding the Macao question[2].

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## 509 | URBAN MORPHOLOGY AND LOCAL CITIZENS IN CHINA'S HISTORIC NEIGHBOURHOOD

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**ABSTRACT:** This paper analyses the role of local citizens in the morphological transformation of China's urban historic neighborhood by investigating the intricate dynamics between locals and non-locals, public and private properties, historic monuments and ordinary residences, and the local state and non-state actors. It argues that both the local state and local citizens recognize heritage resources as an important source of profit and that the competition for exchange values between the two has contributed to historic neighborhood physical patterns. Local citizens' resistance against and dissent from the local government's conservation policies are manifested through passive bargains and tolerated illegalities, and are eventually reflected in their neighborhood morphological forms. The morphology-related decision-making and subsequent actions in China's neoliberal urban setting are no longer monopolized by the local state, but shared by the local state and non-state actors.

## 564 | BORDERS AND DOMAINS OF PUBLIC SPACE - FOR OPERATIONAL SUSTAINABILITY IN CAMPOLIDE

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**ABSTRACT:** Nowadays, we witness an increase in the requalification of urban public spaces, with some ambiguity being ever-present in what concerns domains and forms of control. The current urban design trends embrace an underlying broad and inclusive accessibility, masking many of the forces that promote them. Some of the strategies that guide requalification of certain areas are supported by specific investments that link and bind them. In this context, it is important to understand how public spaces actually contribute to social and economic cohesion. There is a need to broaden the boundaries and rules of usage of these spaces, moving beyond the constraints of their public and private control.

We are confronted with inaccuracies in registry (land ownership), infrastructural barriers, difficult management in the sharing of public and private domains - when they overlap - as well as handling responsibilities over its guardianship.

Among the driving factors that mobilize requalification strategies for public spaces, there is a need for both greater interdisciplinary commitment, and the recognition of the value of these spaces, such as interests in dialogue.

The increase in public space requalification policies requires evaluation and project orientation systems that are supported in their operational sustainability. This highly complex relationship is the main focus of the present investigation.

The research method we propose encompasses the identification of weaknesses in the search for strategies of public space; as well as an assessment of the need to establish comprehensive criteria for design such spaces. In this perspective, we use Campolide, in Lisbon, as case study, considering its specificity, in the context of the city. Because it is an area where different scales of urban connection coexist and situations of public space fragmentation.

The present research intent to contribute for the systematization and evaluation of different public space fragilities in situations as the discontinuity of the accessibilities and overlapping of diverse infrastructures that create barriers to requalification, as well as great jumps on the accessibility scales and fractures in the strategies of urban consolidation.

Therefore, the main idea of this research was to detect urban situations in order to rebalance the Lisbon city flows and vectors of different urban fabric design.

**KEYWORDS:** Public Space, Urban Design, Sustainability, Spaces for Dialogue, Infrastructures

## 924 | CASE STUDY ON STRATEGIC VALUE OF PUBLIC SPACE DESIGN AS CATALYST IN CITY DEVELOPMENT FROM THE PERSPECTIVE OF SPACE PRODUCTION

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**ABSTRACT:** The value of public space has been adding gradually with calls for human-centered environment. It has a tendency from its ecological, social and aesthetic value to its strategic one as a catalyst in city development. To realize this transformation, there is a main contradiction between high investment and low output of capital. It'll be a breakthrough to improve public value from the perspective of space production. So this paper focuses on a contrastive study of Skyline Park in Denver, the United States and City Railway Park in Tianjin, China, both of which promote the development of their surroundings and cities. First, specify their similarities and differences in backgrounds of city development, planning and management. Second, describe the strategies and their unities respectively. Third, analyze the relationship between strategies and backgrounds to find the value of public space as a

catalyst, then further analyze the reason of Skyline Park's demise and their internal mechanism for sustainable development. In summary, there are 2 ways which can improve the value of public space from the perspective of space production. One is spreading and forming public space system in a large scale, the other is promoting the development of industries to feed back. So public space design should not only shape space and beautify environment but also, what's more, overall plan and play a great role as strategies in cities or even regions. It must take local conditions into consideration and adhere to the human-centered concept absolutely. Meanwhile, our urban planning and management should go for more action planning, inventory planning, integrated planning and Public-Private Partnership.

**KEYWORDS:** public space, catalyst, strategic value, space production, human-centered

## SLOT T05.S01 | ROOM V1.09 | ISABEL LOUPA RAMOS | IST-ULISBOA

### 507 | PLANNING AND IMPLEMENTING GREEN INFRASTRUCTURE: FRAMING THE DISCUSSION

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**ABSTRACT:** We strongly believe that in the light of the implementation of the EU green infrastructure strategy (European Commission 2013) many aspects of green infrastructure (GI) are worth to be discussed amongst the European Planning community at the AESOP conference in Lisbon 2017. Thus Track 5 provides a great opportunity to critically assess current research and praxis on planning and implementation of GI and explore ideas of how to advance. This contribution serves as an introduction to the track as the organizers outline the main topics and key experiences from Germany, Portugal and Switzerland. In the short introduction we address the following items: (1) the concept and its building blocks, (2) the need for this strategy to deliver a wide range of benefits to humans and ecosystems; and (3) the role of spatial planning as a part of public policy for a successful implementation and maintenance of GI from local to EU-scales. For that we draw from the recent research project Green Surge in the EU 7th Framework programme that has developed guidance for the development of multifunctional urban GI by strategic planning and citizen-led actions. This project is based on European wide studies and intensive interaction of researchers and practitioners in five Urban Learning Labs.

Germany, Portugal and Switzerland illustrate the promising but challenging development of GI on local to national scales. In Germany, urban green infrastructure is now promoted by the Federal German Ministry for the Environment, Nature Conservation, Building and Nuclear Safety in the process of developing a so called white paper. In addition, the German Nature Conservation Agency has commissioned a research study to explore the benefits and potential for application of green infrastructure in Germany's urban areas. This study showed that many German cities have adopted strategic approaches to green space planning without using the term green infrastructure. Researchers were able to identify good practice examples but also barriers for the wider adoption of the concept in German cities. Similarly, the establishment and maintenance of GI is advocated by the Swiss federal government in the national biodiversity strategy of 2012. However, a nation-wide strategy is still missing. Yet some cities have a tradition to govern their green spaces in a strategic and integrated manner comparable to GI-planning. The Swiss example illustrates how challenging such a strategy is in a federalist country where land-use issues are primarily regulated by local governments and dialogue with stakeholders is paramount. In Portugal, the concept of ecological structure is inscribed in spatial planning law since 1999 and requires mapping and regulation at local scale. However progress has been slow and there are many challenges, i.e. each municipality uses different criteria for GI mapping and thus continuity across administrative borders is not ensured; there is a focus on urban areas whereas in rural area the idea of GI is rather absent; stakeholders are not appropriately involved preventing a forward-looking perspective with shared responsibilities. Overall, there is no yet a major impact of the implementation of the legislation visible at the nation-wide scale. In conclusion, the adoption of a GI strategy is at different stages in these three countries, thus their challenges offer a frame and starting point for the discussions in the GI track.

### 159 | GREEN INFRASTRUCTURE, URBAN & REGIONAL PLANNING AND EDUCATION

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**ABSTRACT:** Since the notion of green infrastructure has entered the vocabulary of the planning community, a rising number of research articles are being published on the subject, reports are being commissioned and guidance is produced by a variety of professional bodies (e.g., RTP1 2013), government entities and think tanks. These publications cover an increasingly broad set of issues, ranging from seeking a common definition to exploring policy implications and practical implementation and

maintenance issues, as well as cost-benefit calculations of using green over grey infrastructure and so forth. Arguments that urban and regional planners are one of the professional groups – alongside others such as landscape architects and engineers – that play a key role in helping to develop, design and implement green infrastructure on the ground are gaining traction. Indeed, green infrastructure and its material representation such as green roofs, green belts, parks, open spaces and so forth are often integral parts of statutory as well as informal planning instruments such as zoning plans, resiliency strategies at city level, strategic spatial plans, or land use plans and for the UK the importance for planners to understand and apply a green infrastructure approach has never been greater (RTPI 2013, 2).

This statement (and similar ones in other guidance at EU level) raises the question whether green infrastructure issues should be included in the planning education curriculum more formally. Comprehensive texts on green infrastructure such as the Handbook on Green Infrastructure (Sinnott, Smith and Burgess 2015) make reference to the potential educational benefits of green infrastructure educating the public on nature, biodiversity issues, the need of providing skills for those caring for green infrastructure to educate the public about values of green infrastructure but there is no mentioning of education for future professionals per se. Manley (in Sinnott et al 2015) is the only author eluding to the need for education of professional but her contribution focuses on designing and implementing inclusive environments first, while emphasizing that this also applies to parks and green public spaces.

This paper explores first some of the green infrastructure themes in respect to city and regional planning. It then queries if there are specific training and educational needs and whether there might be a need to introduce teaching on aspects of green infrastructure in planning education curricula. Finally the paper offers a preliminary exploration of current provision in green infrastructure education and examines attitudes of planning practitioners and academics.

**REFERENCES:** Royal Town Planning Institute (2013) Briefing on Green Infrastructure in the United Kingdom. London: Royal Town Planning Institute; Sinnott, D., Smith, N., Burgess, S. (eds) (2015) Handbook on Green Infrastructure. Cheltenham, UK: Edward Elgar.

## 210 | DEVELOPING MULTIFUNCTIONAL GREEN INFRASTRUCTURE IN URBAN AREAS

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**ABSTRACT:** Green infrastructure (GI) is promoted as a planning concept that has potential to improve landscape planning in urban areas and offer a holistic, integrated approach. The principle of multifunctionality can be – together with connectivity – considered as a core element of GI planning and is currently often replaced by the notion that GI is supposed to provide multiple ecosystem services. Both, multifunctionality and ecosystem service assessment approaches tend to focus on mapping and assessing single functions and services instead of considering their interlinkages, synergies, and also potential trade-offs between them (Hansen and Pauleit 2014).

However, to meet the expectation of being a holistic and integrated approach, GI planning for multifunctionality means that multiple ecological, social and also economic functions shall be explicitly considered instead of being a product of chance (Pauleit et al. 2011). The principle must also aim at intertwining or combining different functions and thus using limited space more effectively (Ahern 2011). The scientific GI discourse lacks such holistic and application-oriented frameworks. In line with this, a review of urban green space planning practice in Europe by Davies et al. (2015) revealed that several ecological and social functions or services of urban green space are mentioned in plans and taken into account by planners. Nevertheless, increasing multifunctionality is rarely mentioned as an explicit aim in green space planning. In general, there seems to be uncertainty about how to actively plan and design for multifunctionality of GI.

Based on scientific literature and case studies we shed light on the question how to more actively plan for multifunctionality of urban green infrastructure. Insights from green space planning practice in Berlin, Edinburgh and Aarhus are used to determine strategies for enhancing multifunctionality and an approach to assess multifunctionality of green infrastructure corridors and patches will be presented. The transferability of these strategies in other cities will be discussed.

The study is an outcome of the GREEN SURGE project, a collaborative research project funded by the European Union (FP7-ENV.2013.6.2-5-603567).



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## 212 | STRATEGIES FOR DEVELOPING URBAN GREEN INFRASTRUCTURE – LESSONS FROM CASE STUDIES

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**ABSTRACT:** Urban green infrastructure (UGI) aims for the strategic development of networks of green and blue spaces to respond to major urban environmental and social challenges such as reducing the ecological footprint, improving human health and wellbeing and climate change adaptation. In an urban context, UGI has been interpreted in different ways ranging from ecological networks for city-regions to local sustainable urban drainage system. Despite this variance, there is increasing agreement on certain principles as being core to UGI, including (1) the integrated planning of green and grey infrastructures, (2) the planning of a well-connected green space system, (3) the promotion of multifunctionality of urban green space, and (4) planning based on socially inclusive and participatory processes.

This paper highlights results from an in-depth analysis of 14 case studies in 10 European cities which were considered as good practice for UGI planning (Hansen et al. 2016). The study is an outcome of GREEN SURGE, a FP7 collaborative research project funded by the European Union (FP7-ENV.2013.6.2-5-603567) which aims to advance green space planning in European cities in order to tackle challenges such as climate change adaptation, social cohesion and protection of biodiversity. Selection of the cases was preceded by a European survey of 20 cities to assess the current state of green space planning (Davies et al. 2015). For each case, data was collected using document analysis and interviews with key actors. The paper presents the four principles of UGI and demonstrates how they can be successfully implemented using case examples. This includes a discussion of potentials and limitations for UGI planning. Results indicate that UGI planning holds significant potential to advance the current state of green space planning in European urban areas. Raising the awareness of UGI values (e.g. by assessment of ecosystem services), cooperation between different sectors of the public administration and with stakeholders, combination of multiple instruments for implementation, pilots that may serve as lighthouses and enhance adaptive planning as well as new funding streams were some of the keys to successful development of UGI.

It is concluded that UGI holds considerable potential for enhancing current practice of green space planning. A planning guidance and a checklist will be presented to aid practitioners in considering important aspects of UGI in planning processes.

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## 409 | GREEN INFRASTRUCTURE IN STRATEGIC PLANNING OF EUROPEAN URBAN REGIONS: AN ECOLOGICAL PERSPECTIVE ON SPATIAL CONCEPTS

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**ABSTRACT:** Green infrastructure (GI) refers to a strategically planned and managed network of green areas, conservation sites, working lands and water bodies that is capable of delivering a wide range of benefits to humans and ecosystems, from enhancing identity and cultural values, to biodiversity conservation, and climate mitigation. The elements of the GI can be distributed within, around and between urban areas, at all scales. To support the integration of GI into the strategic planning process, sometimes planners employ spatial concepts due to their ability to link the present and desired future status of the GI. Spatial concepts are words and images, even metaphors, that are used to reduce the complexity of a planning issue. Examples include green belt, green heart, and wedges. The power of such concepts lies in their capacity to facilitate communication of ideas to a wider audience, and to support discussions among planners, stakeholders and citizens. If the meaning is clear and the actors involved in decision-making use it to frame their agenda, a spatial concept can become a good basis for concrete planning actions.

Despite the proposal of a multitude of concepts by scholars and practitioners, it remains unclear how strategic spatial planning has integrated GI into plans. To gain more insight into this relationship, we address the following research questions: a) which principles of GI planning are followed in the integration?; b) what role do spatial concepts play in creating a link between the strategic planning process and the principles of GI planning?

To answer these questions, we focus on the strategic planning of 15 European urban regions. The case studies have been selected to represent: a) various planning systems; b) a diversity of spatial concepts; c) various socio-economic and environmental needs and constraints. The strategic plans of the urban regions served as research material. The GI construct was introduced to support the integration of urban green space as a coordinated planning activity. However, in order to maximize its benefits, GI should be planned according to several ecological principles: integration within the grey environment and coordinated planning of structural and functional relations; multifunctionality, reflected in the combination of social, economic, ecological and cultural functions; physical and functional connectivity of the network's elements; a multi-scale approach from the street to the urban region level; accounting for all kinds of green objects, including street trees and gardens. In addition to these principles, we investigate the potential of GI to contribute to creating a sense of place and uniqueness (e.g., green fingers in Copenhagen), hereafter termed identity. To investigate spatial concepts, we adapt the framework proposed by van Duinen (2013), identifying the labels (i.e., terms) and core idea of a given concept, along with its problem definition, which in our case refers to how the concept relates to the principles of GI planning.

The findings should provide a better understanding of current knowledge and practice in Europe, thus offering support for the integration of GI into the strategic planning process. Preliminary results indicate that locally designed spatial concepts which aim at integrating GI in complex city structures are most effective. We situate our study in the context of recent efforts to enhance the spatial dimension of strategic spatial planning.

## 495 | GREEN SPACE SYSTEM PLANNING BASE ON THE GREEN INFRASTRUCTURE - A CASE STUDY OF JIAN, CHINA

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**ABSTRACT:** Green space system planning is the most direct way to improve the quality of urban ecological environment. However, with the increasing demands of the improvement of the urban ecological environment and living environment, the traditional green space system planning methods are beginning to show the limitations. The concept of green infrastructure originally emerged in the 1990s, which principally

refers to a multifunctional network of healthy ecosystems and serves the interests of both people and nature. The introduction of this concept has guiding significance for China's green space system planning.

Green space system planning based on green infrastructure is a complete process from data collection to decision making. It evaluates all kinds of ecological factors within the scope of planning, establishes the green infrastructure system, constructs the priority protection system of green infrastructure, and establishes the complete green space system on the basis of multi factor analysis. JIAN district green system planning sets up urban rural green environment and network, and provides a reference for other cities. In detail, we preliminarily evaluate of various ecological types within the research scope at first, and determine all kinds of potential factors which should be included in the system; Secondly, we extract suitable corridors by GIS technology, which to build a regional GI network with the network centers and small venues; Finally, we construct GI priority protection system, taking the system as the foundation and the city green space system, the per capita green index and all kinds of green space accessibility as conditions, stress city accessibility and closeness to nature, focus on the Integrity, systematization and ecology of urban green spaces, so as to improve the quality of urban living environment.

**SLOT T06.S01 | ROOM V1.11 | CLEMENS DE OLDE |  
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## **68 | MIND THE GAP: EXPLORING THE EVOLUTION OF TERRITORIAL GOVERNANCE AND SPATIAL PLANNING SYSTEMS IN THE WESTERN BALKAN REGION**

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**ABSTRACT:** The comparative analysis of territorial governance and spatial planning systems in Europe has gained increasing momentum, partly as a consequence of the deepening of the European Union integration process. Since the end of the 1980s, several comparative analyses were conducted adopting various approaches (family law, ideal type etc.). The aim was to explore the heterogeneous landscape for territorial governance and spatial planning in Europe as well as to provide ground that could facilitate the development of more sound and more efficient EU cohesion policy. Over time, these analyses have broadened their geographic scope to include the new countries joining the enlarging European Union (Nadin&Stead, 2008; Reimer et al, 2014).

Despite their geographical position and the opening of pre-accession negotiation, the countries of the Western Balkan region[1] have been left out from any comparative attempt, mostly due to their geopolitical instability as well as to the fragmentation that characterizes this area. With many of these countries soon to become full EU member states, their exclusion creates a gap in the empirical analysis and theoretical understanding of European planning. This gap must be overcome, if the EU aims at promoting an economic, social and territorial cohesion policy to the benefit of all its citizens.

This paper builds on the research developed by the authors in the context of a recently launched ESPON project focused on the polymorphic territorial governance and spatial planning environment that characterizes the Western Balkan region. The study adopts a diachronic approach that sketches out and compares the evolution of the various countries' territorial governance and spatial planning systems from the fall of the communist regime systems until the present day. The analysis comprises of two parts: 1) a preliminary overview of the geographical and socio-economic situation of the region, and the institutional position of each country in relation to the EU; 2) an exploration into the variables that should help explain how spatial planning evolved and consolidated in the region since the beginning of the 1990s. These variables include: (i) the structure, i.e. the administrative and legal framework for spatial planning; (ii) the main actors involved at each territorial level; (iii) the tools, i.e. the main spatial planning instruments produced at the various levels, their purpose and scope; (iv) the discourse, i.e. the most relevant challenges in the region, the main concepts and ideas influencing the spatial planning agenda, and the role of the planning profession and education.

Overall, the paper aims at producing a preliminary comprehensive comparative overview of the territorial governance and spatial planning systems of the Western Balkan countries. This study would constitute the basis for further and more extensive analysis.

**KEYWORDS:** Spatial planning system, Territorial governance, Western Balkan Region, European Union, European integration, Territorial cohesion.

**REFERENCES:** Nadin V; Stead D (2008), European spatial planning systems, social models and learning, *disP*, 172(1): 35–47; Reimer M; Getimis P; Blotvogel H (2014) *Spatial Planning Systems and Practices in Europe*, London: Routledge; [1] For the purpose of this paper, the Western Balkan region is considered to be composed by: Albania, Bosnia Herzegovina, Croatia, Kosovo, FYROM (Former Yugoslavian Republic of Macedonia), Montenegro and Serbia.

# 158 | THE EUROPEANIZATION OF TERRITORIAL GOVERNANCE AND SPATIAL PLANNING SYSTEMS. INITIAL RESULTS FROM A COMPARATIVE ANALYSIS ACROSS THE BOARD

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**ABSTRACT:** Since the 1990s significant developments in the territorial dimension of EU policies has progressively fostered member states' territorial governance and spatial planning systems to become one of the key components of EU integrated cross-sectoral development strategies and policy delivery mechanisms. More in details, whereas there are no legally binding tools for a EU spatial development policy, many countries are gradually adapting their territorial governance and spatial planning systems in order to reflect the continuing advancements and complexities of macro-level EU territorial governance. There are numerous reasons for this, including, for example, the need to maximise funding opportunities, promote polycentric and compact urban development patterns in response to climate change, etc. Furthermore, EU Directives such as the Habitats Directive of the SEA Directive are obligatory and indirectly influence spatial planning.

The extent to which EU meta-governance discourses have created a catalytic environment resulting in a so called 'Europeanization' of domestic territorial governance and spatial planning has been however subject of debate. Aiming at shedding light on this matter, the paper builds on the interim results of the research project ESPON COMPASS (ESPON 2016) to investigate the role that the EU plays in shaping domestic territorial governance and spatial planning systems. It does so by understanding territorial governance and spatial planning systems as institutional technologies composed by a number of interrelated dimensions – structure, discourse, tools and practices – and subject to continuous change (Janin Rivolin 2012). On the basis of this assumptions, it develops a conceptual framework that considers EU territorial governance as a process in which one supranational and various domestic cycles (as many as the EU member states) are simultaneously active (Cotella, Janin Rivolin 2015). Through this framework, the authors analytically distinguish between three different modes of domestic Europeanization upon which they pivot a comparative analysis of the 28 EU member states:

- (i) A Structural influence describing the adjustment of domestic legislation as a consequence of the EU legislation.
- (ii) An Instrumental influence occurring through the introduction of incentives that progressively stimulate variations in established spatial planning practices.
- (iii) A Discursive influence occurring whereas EU concepts and ideas alter beliefs and expectations of domestic actors.

Whereas the 6th Cohesion Report highlights the need for better territorial governance and the TA2020 suggest the need to cross-fertilise Europe 2020 with a spatial approach, this contribution aims to provide evidence of the actual interaction between the EU and domestic territorial governance and spatial planning, upon which to base the further development of the territorial dimension of EU policies.

**KEYWORDS:** Europeanization, Spatial planning systems, Territorial governance, Comparative analysis, ESPON.

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## 413 | CROSS-NATIONAL COMPARATIVE CASE STUDY RESEARCH – A PRELIMINARY FRAMEWORK TO GENERATE INSIGHTS INTO PROMOTING COHESION AND SPATIAL JUSTICE IN EUROPE

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**ABSTRACT:** The paper is a report from work-in-progress within the H2020-funded project RELOCAL. This project's objective is to generate insights into promoting cohesion and spatial justice in Europe. The suggested paper contributes to the project's overall objective providing both a theoretical framing and a conceptual set-up of an internationally comparative study, which will be based on a range of well-selected case studies among 12 European countries. Scholars have argued for a renaissance of comparative approaches (Nijman, 2007, p. 1). Despite some agreement regarding the importance of internationally comparative urban and regional research it is also true that there is not much of it and not very comparative (Kantor and Savitch, 2005, p. 135). The reasons for this lack of true comparability are manifold, ranging from theoretical and conceptual imprecisions to methodological challenges. Summarising, the main challenges in comparative urban research are

to develop an explanatory framework or a theoretical construct (Kantor and Savitch, 2005, p. 136), including the definition of key variables and hypotheses; to define key concepts and their characteristics in a way to make them measurable and comparable across different cultural contexts (Ward, 2010, p. 475; Nadin and Stead, 2013, p. 1544/5); to justify the choice of cases. There is, thus, a need for a robust methodology, at the very least conceptual frameworks and comparative methodologies must be explicated and argued (Nijman, 2007, p. 3) for coming up with relevant results as regards the general role of different spatial scales, such as localities, places and communities in contributing to social justice and cohesion in Europe.

Against this background, our paper provides a critical debate of internationally comparative methodologies and offers a preliminary framework for the RELOCAL research study. Based on a literature review, we discuss the three core issues in cross-national comparative urban research: (i) how several other (i.e., selected) thematically related and innovative comparative studies have defined their research objective and conceptual framework, (ii) how – if at all – these studies have argued for a most similar or most different systems design in selecting the cases, and (iii) how the studies identified in (i) have addressed the conceptual and methodological pitfalls of comparative research. With this procedure we expect to contribute to meeting the three criteria mentioned above. Furthermore, conclusions can be drawn from this analysis regarding the balance between conceptual considerations on the one hand and empirical feasibility in cross-national comparative urban research on the other hand.

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## 733 | SPATIAL PLANNING ACROSS EUROPEAN PLANNING SYSTEMS AND SOCIAL MODELS: A LOOK THROUGH THE LENS OF PLANNING CULTURES OF SWITZERLAND, GREECE AND SERBIA

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**ABSTRACT:** Europe of today is faced with numerous challenges: migration crisis and Brexit were a great test for European highly promoted principle of integration. However, Europe clearly failed the test –



nationalistic tendencies, territorialism vs. cohesion, and the neglect of supranational approach are just a few of numerous problems Europe is faced with today. Therefore, the motto of the European Union – ‘united in diversity’ – is deeply contested, i.e. diversity (being this of social models, governmental structures, planning systems, planning traditions, etc.) tends to overpower the so far estimated value of unity. So, what are the possible ways for Europe to save its own stability? Building and strengthening the European networks (of various kinds) seems as a logical proposal. Nevertheless, this is not an easy task having in mind a wide variety of different aspects, e.g. historical development, level of economic prosperity, or the equipment and quality of the infrastructural networks. However, what lies behind these is the question of coordinating the participation and improving the communication among the actors associated with various ‘histories and geographies’. The ways how problems are approached, planning understood and collaboration practiced are various across Europe. This paper places an emphasis on the notion of planning culture described through three case examples: Switzerland, Greece and Serbia.

The paper is structured as follows. Firstly, a succinct conceptual framework, based on the criteria defining various planning traditions, is presented. Such a framework stems from the overview of the research in the field of legal and administrative families, as well as various planning systems in Europe. This is followed by the illustration of three planning models/styles/traditions across Europe: the comprehensive integrated approach of Central/Northern European nations, the urbanism of Southern Europe and a hybrid approach among Eastern European countries. Nevertheless, the planning context assumes not only the planning system, but also the planning culture – ‘the way things are done’ or ‘everyday planning practice’. We argue that the crucial ingredient for successful spatial planning depends on the form and quality of democratic involvement in plan making efforts more than the type of planning approach. Hence, the paper focuses on elucidating the planning culture in Switzerland, Greece, and Serbia, through illustrating the planning practice in Solothurn, Athens, and Belgrade, respectively. Each planning culture approach is examined through the parameters of social setting, planning environment and planning process. The paper concludes with the identification of similarities and differences in the collaboration among the stakeholders from different settings.

## 805 | RETHINKING PLANNING CULTURES: FROM EVIDENCE-BASED RESEARCH TO CONCEPTUAL IMPLICATIONS

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**ABSTRACT:** Planning cultures was for a long period of time perceived as merely an academic concept. However, in recent years scholars have turned to evidence based research to provide a more profound understanding of the notion of planning cultures (Othengrafen et al, 2015). Notwithstanding, planning offers a plethora of topics potentially serving as windows of investigation for planning cultures. The aim of this paper is to synthesize insight from two different angles of investigating planning cultures: shrinking cities and border regions. Starting out with own research on shrinking cities and planning cultures (Pallagst et al 2013; 2016), and border regions and planning cultures (Pallagst, forthcoming), this paper introduces results and methodological frames from both realms. In particular, the author's previous research on shrinking cities made clear that planning cultures can be investigated by evidence based research utilizing the shrinking cities phenomenon. In the second part of the paper the author will make an attempt to derive preconditions from this evidence based research for a critical reflection of planning cultures, which might necessitate a rethinking of the notion of planning cultures.

**KEYWORDS:** Planning cultures, shrinking cities, border regions, evidence based research.

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**SLOT T10.S01 | ROOM V1.16 | DIOGO MATEUS | ULHT**

## **43 | RIGHT TO HOUSING OR HOUSING AS RIGHT TO THE CITY? THE ROLE OF THE PROGRAMA ESPECIAL DE REALOJAMENTO (PER) IN THE HOUSING/PLANNING NEXUS IN PORTUGAL**

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**ABSTRACT:** The relationship between housing policy and spatial planning varies among European countries, according to the various traditions in the two fields and institutional multi-level organisation. The European models of spatial planning, despite recent convergence, are as different as urbanism, regional economic management, land-use planning and comprehensive integrated approach. Against this background, is housing policy a mix of financial instruments and construction works made to improve housing conditions or a multi-scalar, multi-level policy with territorial goals? Should housing policy be considered welfare provision or urban policy? And what is the role of planning models in the above? In short: to what extent does/can housing policy contribute to the right to the city? In this paper, we will discuss the housing/planning nexus by way of discussing the case of Portugal, which is paradigmatic for the way the concept of right to the city emerged and was linked to housing policy. We adopt a historical approach with the aim of questioning to what extent long-term trajectories help understand the current conjuncture for housing. Context: Portugal - The trajectory of housing and spatial planning as independent policy fields can be said to start since the democratisation in 1974 with the introduction of the right to housing in the constitution and the creation of local power. Since then strategic decisions over housing policy and provision/management of public housing are competence of municipalities, with the state providing guidance and funding (public expenditure is quite centralized). As such, the relationship between housing and planning depends on local action amid national resources/constraints. At the national level, the relationship between housing and planning has been converging, despite some contradictions. While housing was traditionally considered a matter for the Department of Public Works (housing as 'giving people a home'), more recently it has been included in the Department of Spatial Planning, being understood as a component of urban policy and urban regeneration. However, most investments have been provided by the Department of Finance as subsidies to home-ownership.

Case study: the PER - We will discuss the role of the main program for provision of public housing in the Portuguese history – the Programa Especial de Realojamento (PER; Special Program for Rehousing), launched in 1993 – in the emergence of housing as urban policy. We draw on preliminary findings (analysis of policy documents and interviews with key informants) from the research project 'exPERTs – Making sense of planning expertise: Housing policy and the role of experts in the Programa Especial de Realojamento' (funded by Fundação para a Ciência e Tecnologia; PTDC/ATP-EUR/4309/2014). The PER was launched with the political goal of erradicar as barracas (getting rid of shacks), that is, rehouse the thousands households living in precarious settlements (often out-and-out slums) in the metropolitan regions of Lisbon and Porto. The program was created in the 'public works' tradition by a government whose main goal was supporting home-ownership. However, the PER constitutes an interesting case to explore the housing/planning nexus because its implementation lasted more than two decades (as of now, it has not been formally concluded) and was influenced in time and space by varying governmental conceptions of housing and different approaches among local authorities.

## **102 | LOW INCOME HOUSING PRODUCTION IN THE NEIGHBORHOOD OF SANTA IFIGENIA IN SAO PAULO, BRAZIL**

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**ABSTRACT:** This paper deals with the analysis of the production of Social Housing, provided by private investors and public agencies in the neighborhood of Santa Ifigenia located downtown Sao Paulo, SP, Brazil. The time span of the research corresponds to the administration of a former mayor of the city Gilberto Kassab, between March 2006 and December 2012.

The goal of this study is to analyze the effectiveness of the Special Zones of Social Housing Interest (ZEIS) in the process of revitalizing the Santa Ifigenia area and to understand why the purpose of building housing for low-income people in the central areas has not been reached, despite of the municipal government effort. The studied area corresponds to 11 blocks in the Santa Ifigenia neighborhood defined as ZEIS. They were created with the aim of controlling land value in specific areas of the city in order to be affordable to low-income population. The area is a very deteriorated portion of downtown Sao Paulo and is occupied largely by tenement housing, although it is an historical district surrounded by areas where the land value is high due to accessible urban infrastructure and plenty of job offer. The will to revitalize the Santa Ifigenia neighborhood grew considerably in the Kassab's municipal administration. However, the private sector resisted to participate in the project for it believed the area designated for low-income housing was too large (about 25% of the total) and this discouraged private investments. Developers asked the municipal government to change the zoning requirements and to transform the ZEIS in a predominantly commercial area. The area adjacent to the Santa Ifigenia ZEIS already received significant public investments such as the restoration of the Luz Train Station and the creation of the Museum of the Portuguese Language (destroyed in a fire that occurred in December 2015), the construction of a Concert Hall inside the Julio Prestes Train Station among others. The 2002 Sao Paulo's Master Plan of the city defined four categories of ZEIS (1, 2, 3 and 4). The ZEIS that this paper deals with is ZEIS 3, which are all located downtown. The real state market considers ZEIS 3 attractive to a population that has a family income of up to 16 minimal wages per month (about 3900 euros) but not families whose income is lower than 6 minimal wages (about 1470 euros) as defined by the Master Plan. Considering that in ZEIS 3 at least 40% of the built area has to be designated for Social Interest Housing, developers had no interest in participating in the regeneration of the Santa Ifigenia area.

The method applied in the research was mainly based in fieldwork and in an investigation of all the applications for housing projects licenses for building construction.

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## 286 | IMPACTS OF THE NEW URBAN RENTAL AND NON-REGULAR RESIDENT TAX REGIMES ON HOUSING AFFORDABILITY AND URBAN REHABILITATION IN LISBON'S HISTORIC CENTER

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**ABSTRACT:** The adoption of the euro accelerated the dependent financialization of the Portuguese economy, which remained structurally backward despite its integration into global finance. The flow of foreign credit towards the non-tradable real estate, infrastructure, and construction sectors since the mid-nineties fueled the suburban expansion of Lisbon and the abandonment of its Historic Center until the global crisis of 2008. After the collapse of that model of urban development, Lisbon's Historic Center became a space of opportunity for global real estate investment offering high profitabilities in the international short-rental and premium markets. With thousands of abandoned dwellings and tenants paying very low rents, the rent gap of the Historic Center was enormous. Since many residents of Lisbon's Historic Center were tenants paying controlled rents, it became necessary to change the rental regime in order to rapidly and easily evict them and let the investors engage in the transformation of the area. The New Urban Rental Regime (NRAU) has flexibilized the duration of the leases and facilitated the eviction of non-compliant tenants and the extinction of old contracts. This has triggered the actualization of housing rents above the economic capacity of many tenants in a context of rising demand for rental units and strong austerity policies—and evictions have multiplied. In September 2009, the non-regular resident tax regime was implemented by the Portuguese government to attract foreign high-skilled professionals and pensioners and their wealth. Under this special regime, non-regular residents benefit from a reduced flat personal income tax rate of 20% and, since 2013, any pension income generated outside the Portuguese territory is totally tax exempt—even when not taxed in the country of origin.

The benefits of tourism and the reactivation of the real estate market around urban rehabilitation seem to have been much greater for investment funds and the mass-tourism industry than for ordinary citizens—despite the fact of several local families profiting from the rising local accommodation business. The

housing supply for conventional use has dropped significantly and prices have increased dramatically in the Historic Center as a corollary of the proliferation of local accommodation apartments and the multiplication of foreign investors interested in refurbishment. Furthermore, urban rehabilitation fueled by tourism and foreign investment has not stopped the loss of permanent residents in this area of the City, while the impossibility for many residents to find affordable housing constitutes a worrying outcome of Lisbon's touristification. The City commodifies, its Historic Center becoming a product to be purchased by visitors on a daily basis. Transnational corporations and foreign investors transfer the surpluses abroad, increasing dependency and perpetuating economic backwardness and structural flaws in a global context of increasingly volatile capital flows.

## 713 | SOCIAL HOUSING AND REHABILITATION OF CENTRAL AREAS: THE EXPERIENCE OF ZEIS 3 IMPLEMENTATION IN SÃO PAULO, BRAZIL

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**ABSTRACT:** The debate on urban interventions in central areas is probably one of the most controversial issues among urban planners. As cities are socially constructed, depending on how the state and the market intervene in the production of space, certain areas 'develop' or 'decline'. In response to decline, many cities around the world have developed urban policies for central areas intervention, alternating mainly between two tendencies: eradication and rehabilitation of both urban and social fabrics. Recently the promotion of social housing has been defended as a rehabilitation strategy of degraded central areas, based on the principles of the compact, dense and mixed-use city, seeking to achieve both a socially and an environmentally sustainable urban development. The main objective of this paper is to analyse the results of recent São Paulo proposals for its central area, with emphasis on the implementation of the ZEIS 3 (Social Interest Special Zoning number three). A kind of inclusionary zoning created in 2003, the ZEIS 3 were designed as a strategy to promote Social Housing in the central area, through the merging in a same development of social housing units with other uses. However the ZEIS 3 implementation has proved difficult, given the market lack of interest and the negative reaction to the social mix. They were redesigned in the new 2014 São Paulo Master Plan that has brought significant advances to the social housing feasibility in well located areas, combining the ZEIS 3 with other planning tools, as for example those that induce the fulfillment of the social function of land. So, this paper seeks to understand this question, initially outlining the process of São Paulo central area decay, and then the ZEIS 3 implementation and its revision. Emphasis is given in the main results of the real estate production in areas earmarked as ZEIS 3, taking into account the objective of attending the low income population through social housing production vis a vis the production of market housing and other non-residential uses. Finally the paper concludes if the public policies being implemented after these changes are effectively moving toward the feasibility of social housing production, or, if these areas remain vacant, with investments neither in housing improvements nor in new housing production.

## 911 | QUALIFICATION BEYOND HISTORICAL CENTRE: LISBON'S PUBLIC HOUSING PROJECTS.

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**ABSTRACT:** Urban project qualification is a definitive condition to promote urbanity as a condition to urban dignity in housing areas.

The housing crisis that ran through the 20th century in Europe and Portugal has left its mark in Lisbon's residential fabric over the construction of social housing, promoted by the central State and Municipality. It is now important to assess the qualification of the projects built.

This paper focus on 100 years of built public housing projects in Lisbon, starting with the 1st Republic (1910) inaugural concerns with living conditions and low cost houses promotion, and closing with a paradigm shift in public housing programs.

Over time, architecture, urban and legal design noticed changes that influence the final layout and, consequently, living spaces. After several years of being constructed, some of these neighbourhoods resist and even improved their urban characteristics; instead, others degrade each year. Through the analysis of its invariants - social, political, legal, procedural, location, morphological, typological and relationship with the existing city and territory - the research proposes a categorization of the analyzed projects and assesses its urbanity and resilience. The approach methodology resorts interpretative drawings as a tool for a reflection on comparative case studies.

The analytical and interpretative background research sustains a comparative process for the morphological study of urban housing project of public promotion in Lisbon and aims to: identify morphological patterns in public housing production in order to analyze the role of these projects in the city making, namely its capacity to promote spaces of urbanity as spaces of dignity.

**KEYWORDS:** Lisbon, Housing, Urban Form, Urbanity.

## 988 | IMAGE AND QUALITY OF LIFE OF NEIGHBORHOODS WITH RENEWAL DEMAND: A CHALLENGE FOR COOPERATION OF CITY DEVELOPMENT AND HOUSING INDUSTRY – CASE STUDY WÜ

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**ABSTRACT:** The paper particularly focuses on residential neighbourhoods situated in or close to the inner city, and characterised by a negative (external) image due to demographic, social and economic transitions. The major objective is to explore approaches for improving the neighbourhood's image in combination with quality of life and analysing their potentials, restrictions and success factors. The paper is based on the research project ImiWo – Images of Inner City Residential Quarters with two case studies in Berlin and Würzburg. Framework conditions, influencing factors and relevant stakeholders with their specific impact on the development of the neighbourhood image were identified. In cooperation with housing associations the role of the housing industry and the municipality within this process as well as their scopes of action regarding the quality of life were explored. The contribution results in process-oriented strategies for improving the neighbourhood image based on a high quality of life.

Neighborhoods with renewal demand are to be found in many German cities. They have an economically and socially weak structure. The federal government has set up a specific funding scheme, called Social City. This program aims at fostering integrated development approaches, including intensive citizen participation. Better conditions of housing, living environment and public space shall upgrade the neighborhood's urbanistic form, improve the quality of housing and life of the inhabitants, reach better education and economic strength as well as local security and environmental friendliness. Good conditions for children, families and the elderly including improved infrastructures are supposed to contribute to a mixed social structure and solidarity between the citizens.

The paper explains which strategies, instruments and measures have been implemented by the City of Würzburg (125.000 inhabitants) in the neighborhood 'Zellerau' (12.000 inhabitants) for improving its image and the quality of life. 'Zellerau' is an inner-city neighborhood, which for years has been stigmatized by negative images like 'Little Moskau', 'Broken Glass District' or 'Social Hotspot', as a media analysis showed.

Although the inhabitants of 'Zellerau' confirm a high quality of life and have a positive opinion of their neighborhood, the external view resp. image still is negative. However, a survey with inhabitants resulted in a differentiated view: positively assessed were green infrastructure, local supply, close living together and the cultural diversity. In particular, the older generation showed a strong identification with the 'Zellerau'. Negative were image, technical infrastructure and security.

For improving the neighborhood's image and the quality of life in the long run the city has installed a broad cooperation of multiple actors. This includes city planning administration, housing industry, neighborhood management and social institutions as well as civil society organizations and citizens. In some city development, concepts the necessity of image improvement can be found, however they hardly integrate strategies and measures.



Regarding the methodology, the research about 'Zellerau' included analyzing literature and available documents, interviews with experts from city development and housing, a media analysis and a broad survey of inhabitants of the 'Zellerau' and the city of Würzburg.

## 1147 | WHITHER SOCIAL HOUSING: RENTAL ASSISTANCE DEMONSTRATION (RAD) AND THE NEW US PUBLIC HOUSING FINANCE

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**ABSTRACT:** In 2011, the US Department of Housing and Urban Development (HUD) introduced the Rental Assistance Demonstration (RAD) as a new policy tool available to public housing authorities (PHAs) to finance rehabilitation and preservation. At its most basic, this program converts federal assistance for existing public housing units to Section 8 project-based vouchers, providing a more stable source of funding and allowing PHAs to leverage private financing for capital investments. Crucially, RAD affords local actors wide latitude to interpret, adapt, and transform the program to fit local needs, demands, and constraints. Initially a demonstration program capped at 65,000 units nationally, the RAD program was expanded to 185,000 units in 2014, and current proposals remove the cap completely signaling HUD's commitment to this new program.

This paper begins by explaining the RAD program and placing it in the context of other HUD programs including HOPE VI and the Choice Neighborhoods Initiative, as well as other international programs including stock transfer and the Affordable Homes Programme in the UK, that illustrate the ongoing shift in social and affordable housing finance toward mixed-financing and leveraging non-state resources to provide public goods. It then presents the case of Home Forward (formerly the Portland Housing Authority) which is undertaking an aggressive strategy of pursuing RAD to convert their entire stock of public housing. Drawing on documents, interviews, and participant observation, this case is used to illuminate the complexity of implementation, in particular the complicated financial arrangements and interactions between various state and non-state actors necessary to arrive at a workable approach for the context. The final section of the paper explores the conceptual and practical possibilities and challenges of the RAD program. Specifically, the paper argues that local institutions, capacities, and contexts are likely to be instrumental in shaping a range of contingent, local outcomes. It also explores the implications of encouraging PHAs to view their land and housing stock as real estate assets and to emphasize exchange value over use value. The paper concludes by discussing the future of US public housing within the context of this new social housing finance and weighs the potential for gaining better outcomes for affected disadvantaged communities.



## SLOT T11.S01 | ROOM V1.23 | NUNO MARQUES DA COSTA | IGOT-ULISBOA

### 366 | PROMOTING ACTIVE TRANSPORT IN AN AGEING POPULATION: JOINT ACTION BY HEALTH AND PLANNING ADMINISTRATIONS

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**ABSTRACT:** Walking and cycling have a positive effect on healthy ageing. Firstly, walking and cycling make physical activity a part of every-day life. Secondly, walking and cycling ensure access to shops and services, create opportunities for social interaction and enable the elderly to live independently.

Socio-ecological models make it clear, that physical activity is strongly linked to social and environmental contexts. The built environment of a city shapes such a context. Turning a city into a health promoting environment, however, requires planning administrations to be aware of the health impact of their decisions. Joint action by health and planning administrations is therefore needed.

The research project „Securing urban mobility of an ageing population (AFOOT) examines the promotion of active transport as a shared interest of public health and urban planning. Within the scope of the research project an interdisciplinary team of public health scientists and urban planners develops a guideline for the promotion of active transport in an aging population in small and medium-sized cities in northwest Germany. The AFOOT guideline gives recommendations on how to design age-friendly public spaces, how to prioritise walking and cycling in transport planning and how to ensure the accessibility of shops and services. Furthermore, it suggests a set of indicators for the self-assessment of local communities, highlights links to existing planning instruments and examines the roles of health and planning administrations in the process of creating health promoting environments.

The AFOOT guideline has been qualified and adapted to the context of small and medium-sized cities in northwest Germany through various steps: an analysis of existing guidelines addressing age-friendliness, active transport and/or health in urban and rural contexts, three workshops for the joint elaboration of indicators with municipal representatives and other stakeholders from northwest Germany, a series of expert interviews with representatives from health and planning administrations on county and city level as well as relevant regional institutions, discussions with experts from the fields of urban and transport planning as well as health promotion, three role-games in small and medium-sized cities in northwest Germany to test the practicality and convenience of the guideline (upcoming in spring/summer 2017).

Both, the content of the guideline and the process of its development shall be reflected and discussed in the presentation. The final version of the guideline is to be published in winter 2017/2018. The research project „Securing urban mobility of an ageing population (AFOOT) started in 2015 and is conducted by the Department of Urban and Regional Planning at TU Dortmund and the Institute for Public Health and Nursing Research (IPP) at the University of Bremen. It is a subproject of the regional prevention research network AEQUIPA on physical activity and health equity under the guidance of the Leibniz Institute for Prevention Research and Epidemiology (BIPS) in Bremen. The research network is funded by the German Federal Ministry of Education and Research.

### 522 | PUBLIC GREENSPACE AND THEIR IMPACTS ON PHYSICAL ACTIVITY LEVELS OF OLDER PEOPLE

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**ABSTRACT:** As life expectancy increases, older adults make up larger proportions of European societies, placing even greater emphasis on the need to support healthy ageing through social and health

provision, access to local services, and design of the built environment. Built environment factors are increasingly seen as being important in facilitating physical activity, which is a key preventative issue for ensuring future health, well-being and independence into older years and fundamental to the ability to 'age in place'. Adequate levels of deed, an adequate level of physical activity is key to preventing population wide non-communicable diseases and is associated with a wide range of health benefits and a 47% reduction in mortality.

While there is a growing body of research into how the built environment and its specific features interact with physical activity behaviour, less is known about the influence of these relationships in specific demographic groups, such as older people. Furthermore, particular local amenities, such as public greenspace and parks provide particular opportunities for activities that support active lifestyles and social cohesion and may have a key role in strategies for healthy urban planning.

This paper will explore the factors that may influence older people physical activity of older people in public greenspace, with a particular emphasis on the range of methodological approaches that can be deployed in a study of this type. The paper will review a number of key data sources that can be used to generate evidence for such a study, including; objective and self-reported levels of physical activity; observation instruments (such as the System for Observing Play and Recreation in Communities (SOPARC); GIS measures (such as walkability indices; and the use of other available data such as Google Street view. The paper will conclude with key observations on the challenges, costs and opportunities for research design in healthy urban planning.

## 676 | ASSESSING SPATIAL ACCESSIBILITY TO PHYSICAL FITNESS FACILITIES FOR OLDER ADULTS IN WINTER CITY

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**ABSTRACT:** Adequate daily physical activity (PA) providing physical and mental benefits for older adults is well known. It has been testified that cold environment may present limitation for the elders participating in PA and influence the PA behaviors of older adults. The long, bitter winter place higher barriers for the aging population who live in winter cities to participate in PA. A quantity of research on environment-PA relationships showed that accessibility had significant association with physical activities. In order to maintain functional capacity and independence, the equitable distribution of physical fitness facilities is important to the older adults in winter cities. The aim of this research is to find out whether spatial disparities exists in access to area with physical fitness facilities based on the PA behaviors of older adults in cold environment. Harbin was taken as an example in this research because it is China's typical winter city. We randomly selected a sample of 400 citizens of Harbin who took part in PA that aged 55 years or older. 272 (68%) of 400 participants completed online self-administered questionnaire regarding personal PA behaviors in cold environment in January 2017. Two-step floating catchment area(2SFCA) method was also applied to assess the accessibility of physical fitness facilities. Our results of analysis indicated that 80% older adults chose to participate in PA in cold environment. 23% older adults had less number of times do PA every day and 3% older adults would like to do PA at a nearer area from home in cold environment. Additionally, 60% older adults preferred walking in 15 minutes to physical fitness facilities in winter. Considering this situation, the accessibility score was measured at 5,10 and 15 minutes walking distance of older adults. The preliminary analysis shows that accessibility scores of physical fitness facilities vary greatly from one district to another and urban center has better physical fitness facilities accessibility than other districts.

## 835 | AGEING, AGE NEIGHBOURHOODS AND URBAN RESTRUCTURING

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**ABSTRACT:** Ageing has become one of the hallmarks of the 'urban age' with significant research, policy development and programmes supporting age friendly cities and broadly enabling older people to live in their homes longer. This paper draws on the preliminary results of a Newton/ESRC funded research project on physical activity, health and ageing in Belfast (UK) and Curitiba (Brazil). The paper focuses on a critique of the concept of age friendly cities, especially in the context of urban restructuring, a preference for neoliberal policies and planning strategies based on youth cultures and lifestyles. The analysis identifies age neighbourhoods to better understand socio-demographic and spatial change and how many older people are being pushed to more marginal suburban places where assets and connectivity, especially for walking are weak. The paper concludes by highlighting the implications for urban management, land use planning and community mobilisation.

## 1019 | PLANNING FOR HEALTH: ACCESS TO MEDICATIONS BY ELDERLY PEOPLE IN RELATIVE PHARMACEUTICAL DESERTS

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**ABSTRACT:** World population is ageing. In 2040 the world's old-dependency ratio is expected to reach 21.6, and 41.5 in Europe. In an increasingly urbanised and mobile world, population ageing will challenge urban policies and planning more than ever, for at least two reasons. First, people aged 65 and over need healthcare more than any other age groups, as they are more vulnerable to seasonal illnesses and to adverse drugs effects, requiring also regular follow-up linked to multiple chronic diseases. Second, a considerable proportion of them experience mobility issues linked to physical impairment, driving cessation and diminishing income. This makes proximity to healthcare services a particularly relevant concern for them, and raises important concerns about geographical accessibility to healthcare. Distance decay effects on healthcare real utilization have been repeatedly observed and might cause even worse access issues in neighbourhoods with no alternative nearby.

This paper reports some preliminary results of an ongoing survey currently conducted in several areas of the Lisbon Metropolitan Area (LMA). It draws upon a recent study on geographical accessibility to community pharmacies by the elderly in the LMA. Based on pedestrian distances to the closest pharmacy and on the proportion of residents aged 65 and over, a set of census blocks (Portuguese 'statistical subsections') was identified and characterised as relative pharmaceutical deserts, or low-access areas.

In the selected areas, a survey is currently under way in order to find out how elderly people gain access to medications. Based on several hypotheses related to neighbourhood and familiar support, forced driving and painful mobility, the results are expected to show how elderly people in low-access areas manage to access medications and pharmacy services when needed. As a result, implications for planning are discussed in two aspects: geographic criteria and pharmacy territorial coverage, local ways for improving access to services by the least mobile individuals.

## 1158 | URBAN GREEN-INFRASTRUCTURE AT THE SERVICE OF LONG-TERM HUMAN WELL-BEING: A LAB TO IMPROVE KNOWLEDGE ON URBAN BIODIVERSITY AND ECOSYSTEM SERVICES

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**ABSTRACT:** Urban areas will host most of the human population in a near future. In these areas, the built grey infrastructure is mingled with a green infrastructure. This green infrastructure hosts a number ecosystems and associated species, that in turn support many ecosystem services, from which city dwellers greatly benefit, e.g. services related with air quality and aesthetical values. However, the urban environment poses great challenges to these urban ecosystems, and to the services provided by them, such as air pollution and habitat fragmentation. Thus, supporting the planning and design of the green-

infrastructure with knowledge of urban biodiversity and associated services will improve the human well-being over the long-term. That is the general goal of the recently established UrbanLab, hosted by cE3c and based in Lisbon metropolitan area. This laboratory will study, monitor and develop decision-support models, and promote nature-based solutions to ensure cities resilience when facing the multiple challenges of global change. Its specific objectives are: i) to improve the knowledge in urban ecology, including its biodiversity and societal components; ii) to create an infrastructure for long-term monitoring and experimentation; iii) to promote multiple stakeholders training to boost an environmental citizenship; and iv) to provide a knowledge transference to decision makers with participatory approaches.

Here we will show examples of how several activities are being developed under the scope of the UrbanLab. In Almada municipality, the assessment of multiple biological groups has shown the specific and common habitat and environmental needs of very different organisms. Also in Almada, ecological indicators have shown how urban density and the size of the green spaces are determinant to the urban heat island effect. Ongoing research and modelling aims at reducing this effect with important consequences in human health, by optimizing green areas characteristics. In Lisboa municipality, we have calculated how the green areas size and location can be used to improve air quality, an important environmental factor affecting this urban area. Also in Lisboa the UrbanLab proposes to include schoolyards and/or neighbouring green areas in a city-wide monitoring network to track the city's environmental quality. There, it will be possible to combine ecological indicators, science instruction and citizen science. In both cities park-scale analyses have shown what is the perception of citizens regarding the green areas characteristics, its biodiversity and associated ecosystem services, which are not often related. Overall, the UrbanLab has contributed and will continue to contribute to fostering a healthier city, by placing the green-infrastructure at the service of human-being with the support of cities ecosystems and their biodiversity.

This work was supported by GreenSurge: Green Infrastructure and Urban Biodiversity for Sustainable Urban Development and the Green Economy (European Commission Seventh Framework FP7, <http://greensurge.eu>) and BioVeins: Connectivity of green and blue infrastructures: living veins for biodiverse and healthy cities (H2020 BiodivERsA32015104).

## SLOT T13.S01 | ROOM V1.24 | BENJAMIN BUETTNER | TECHNICAL UNIVERSITY OF MUNICH

### 643 | COLLECTIVE TRANSPORT. A SPATIAL ANALYSIS IN THE CITY OF RECIFE, BRAZIL

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**ABSTRACT:** Social inequality has been translated in various ways. It is most commonly explained as an effect of income concentration and quality of life disparities. In a study published in 2015, the OECD, whose participating countries are considered developed, shows that the gap between rich and poor has widened in these countries over the past 30 years, alerting labor market changes to their non-standard growth and employment polarization, which has consolidated the disparities between classes and affected the gross domestic product. What about the countries of Latin America, which according to the ONU (2012) showed a decrease in poverty, but in absolute numbers still holds millions of people in this condition in urban areas? From their very high levels of unemployment, which strengthen informality for low-educated individuals with few skills? Considered the most urbanized region in the world, its cities are spatially and socially segregated. In Brazil, the appropriation of the urban space by private interests with the support of the State has been well-known and thus the challenge of overcoming the unequal conditions of citizenship is constant. The socially disadvantaged population moves away from the main centers of cities and the difficulty of access to public transport in basic activities such as work, school and health, compromises freedom and social ascension. Developed countries associate the lack of accessibility to public transport with disadvantage and social exclusion. Many methods have been developed for the spatial measurement of the public transport offering for equity in relation to socially disadvantaged groups, since interventions to improve the quality of transport have been an essential political requirement in city governance. This article is part of the current PhD thesis, whose purpose is the methodological development for the evaluation of spatial failures in public transport supply and social needs caused by the transportation disadvantage in the Brazilian city of Recife and is based on methodologies such as Gap Assessment (Currie, 2010), PTAL (Transport for London, 2010), approach incorporating population density (Saghapour et al, 2016), in addition to other methods analyzed. The objective of this article is the critical analysis of the approaches that deal with issues with related bias, both in the aspects of social disadvantages due to transport, as well as in the evaluation of spatial failures in the provision of existing transport in urban areas of large cities. Based on the review carried out, it will be possible to base the methodological development intended for the thesis study area, which could also be used for other cities in the world.

**KEYWORDS:** Public transport. Gap assessment. Social exclusion

**PERIOD:** Beginning in September 2016. End in December 2018

### 655 | PLANNING FOR RAILROAD NETWORK ACCESSIBILITY: THE CASE OF THE REGIONAL EXPRESS RAILWAY (RER) IN THE BRUSSELS METROPOLITAN AREA

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**ABSTRACT:** In cities and metropolitan areas around the world, the integration of transport and land use developments around railway stations is high on the agenda of national and local governments. Mounting concerns over the adverse effects of mobility systems dominated by individual motorised transport (e.g. structural congestion, pollution effects and socio-economic inequities) are increasingly consolidated into policy goals bolstering public transport networks in polycentric metropolitan regions, helping to functionally integrate urban settlements by systematically improving accessibility. In Europe, this planning paradigm is often framed as part of the transit oriented development (TOD) discourse, and is mainly practiced and



investigated from a regional or network point of view instead of focussing on single station area development within an urban design context. The basic contention is that this network TOD (NTOD) has the ability to provide accessibility superior to that of the sum of its individual components, offering the potential to shape polycentric cities and regions, creating attractive and socially viable station catchment areas, mitigating urban sprawl, and boosting public transport ridership.

In understanding and planning for railway accessibility, it is essential to investigate the extent to which such network-based synergy has been optimised for the land-use transport nexus in catchment areas of train stations, and to identify how further improvements can be made. This paper addresses this strategic planning question for the Regional Express Railway (RER) project, a rapid transit system in and around the Brussels Capital Region, Belgium, which is currently under construction. The RER is conceptually touched by aspects of NTOD planning as it aims to improve the configuration of the multimodal public transport network, increase service frequencies and simultaneously intensify land use development around (newly opened) nodes. Using the SNAMUTS (Spatial Network Analysis for Multi-modal Urban Transport Systems) indicators as put forward by Curtis and Scheurer (2010), different aspects of network accessibility are analysed and confronted with geographically detailed data on service levels and job and employment densities around the proposed RER station areas. Drawing on this analytical confrontation, opportunities for (i) densification within the sphere of influence of railway hubs or (ii) increasing network connectivity of the station can be detected and formulated in order to improve the network accessibility of railway stations in the Brussels Metropolitan Area.

**REFERENCES:** Curtis, C., Scheurer, J. (2010) Planning for Sustainable Accessibility: Developing tools to aid discussion and decision-making, *Progress in Planning* 74 (2010), 53 – 106.

## 1127 | HIT AND MISS OF PUBLIC TRANSPORT PLANNING OF ABU DHABI. FROM STRATEGIC PLANNING TO IMPLEMENTATION: STUDY OF GAPS AND SUCCESS OF ABU DHABI BUS SERVICE

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**ABSTRACT:** Abu Dhabi, capital of the UAE federation, is a typical Gulf city in transition from a car oriented towards a public transport friendly city, with a tendency of segregation within socio-economic groups and with a clear legal control of the massive immigrant population by the local population, being more and more a minority (Vora, 2013). Besides these specificities, Abu Dhabi has been transitioning from an oil-based economy to a more diversified and service-based economy, following the Vision 2030 (2004). One of the transformation of Abu Dhabi model of development is the transition toward offering a modern system of public transport service within the city and the metropolitan area. This modernization started a few years after Dubai, which implemented its public service in 2008, with a considerable improvement of the living and working condition of Indian, Pakistani and Bangladeshi migrants and laborer (Human Right Watch Report 2006). Abu Dhabi has followed with the launch of a bus network and has announced the will to introduce metro and light rail infrastructure ensuring both accessibility and connectivity in the island.

However, the transition from an urban mobility entirely depending on the cars to a modal distribution where public transport has at least a 25% share has been facing obstacles (STMP, 2008). While policies and procedures were built up within the main urban planning authority in coordination with the main road and transport authority, yet in 2017 none of the official surface transport master plan drafted in 2008 and published in 2009 was implemented. The public transport service is yet to suffice to all the transit demand of Abu Dhabi resident population.

Has Abu Dhabi public transport mattered in daily lives of the residents whom mobility did depend on the public service? How was the system designed and how has the system evolved since 2009? What are the triggers for the planning and the implementation of the public transport? Where there any opposition within the transport agency or within the stakeholders? We will be looking at the strategic objectives pursued and how plans have been implemented to draw attention on the decision making process in public transport planning in Abu Dhabi. Who decide to plan and implement a bus system in Abu Dhabi? who is benefiting from it?

This paper will illustrate the key supporting factors of public transport and advocate that in spite of gaps, power struggles or lack of implementation there is a strong case for public transport in Abu Dhabi, in making the city more accessible and thus more inclusive in spite of all odds. At the light of a recent defended PhD (Montagne, 2016), this paper aims at not only listing the obstacles of implementation but



also looking at the plausible causes and reasons and how they could be mitigated in Abu Dhabi to improve the living and working condition of laborer whom mobility is car-dependent. This paper will offer a study of the political and institutional organization of Abu Dhabi transport planning aiming at determining the gaps in the implementation of main strategic decisions. After a brief summary of the urban development in Abu Dhabi and the circumstances of the planning of the modern public transport service, this paper will focus on the public transit, its network, its passengers and its obstacles, drawing on a recent representative sample survey made recently by the transport authority on the daily mobility practice of Abu Dhabi residents.

## 1134 | ANALYSIS OF DYNAMIC PUBLIC TRANSIT ACCESSIBILITY IN WARSAW

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**ABSTRACT:** Public transport accessibility is generally understood as the ease of access to the means of transport and the ease of travelling to desired destinations. Concepts of the transport availability are used in the research on the settlement network, transportation systems and spatial development in every level.

The practical application of analysing the public transport accessibility is to assess the level of transport services in the area, which is closely linked with the quality of services provided by the public operator. Analysis of the transport accessibility also allows evaluating directions of the area development in terms of providing transportation service for designed areas, dependent on their function.

Public transport accessibility analysis can be used for diagnosing the existing condition of the system and determining level of transport services in relation to the required standards, identifying areas particularly in need of improvement or assessing proposed solutions in the system construction and comparing variants of the solutions proposed. Measuring the accessibility allows quantitative assessment of both existing and planned public transport systems. Application of public transportation quality assessment improves basic environmental and urban statistics. What is more, it provides information to decision-makers and to the general public concerning key factors determining the state of urban transportation environment.

The main aim of the study was to analyse the quality of service of Warsaw public transport in terms of time accessibility. A fundamental objective of the study was to develop a model of public transport in Warsaw using Geographic Information Systems and General Transit Feed Specification. The system was evaluated on the basis of the total travel time to the city centre or to the key, centre-forming destinations and on the number of residents living in the evaluated area.

Results of the study determine variability of the public transport accessibility with respect to time and space. This analysis identifies minute by minute changes in travel time between the basic units of the distribution network (defined on the basis of demographic data). This allows identifying areas with lower use of public transport.

## 1260 | I ONLY UNDERSTAND 'TRAIN STATION'! – COMPARING DISCOURSES ON HIGH-SPEED RAIL STATIONS IN EUROPE AND CALIFORNIA

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**ABSTRACT:** In German, the expression I only understand train station (Ich verstehe nur Bahnhof) is used whenever someone is unable to understand the full meaning of a discourse, either because the conversation is too alien for them or because it's too riddled with references for which the listener has no real context. This paper presents insights from several years of research by two European-born, California-based urban planning academics who have prepared multiple research reports that extracted planning and urban design lessons from many high-speed rail stations in Spain, Germany, France and the Netherlands in order to inform the ongoing process of planning California's first true high-speed rail system. Throughout

our research, we often felt that many insights from our comparative European case studies were somewhat lost in translation.

So rather than just seeking to summarize our research, much of which was done in collaboration with a trilingual Canadian colleague, this paper also wants to take a bird's eye view and ask questions such as: How and why is high-speed rail perceived differently in Europe and in California - and how does that influence station area planning? How do we translate different national planning discourses, along with professional expertise? What are the key arguments for and against centrally located high-speed rail stations in different countries? And: How can car-dependent California cities like San Jose and Anaheim possibly take walkable, multi-modal cities like Berlin, Lille, Lyon or Rotterdam as their blueprints from planning new station megaprojects? Is it realistic to expect similar urban revitalization effects in such vastly different urban design contexts – and if so, how and why?

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## SLOT T15.S01 | ROOM V1.25 | CATHRIN ZENGERLING | HAFENCITY UNIVERSITY HAMBURG

### 245 | MULTI-LEVEL CLIMATE GOVERNANCE IN GERMANY – OPPORTUNITIES AND CONSTRAINTS OF FORMAL AND INFORMAL INSTRUMENTS FROM A LEGAL PERSPECTIVE

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**ABSTRACT:** Climate change is one of the most pressing societal challenges of our times. Complex societal problems with unknown solutions are best addressed by a variety of actors and overlapping policies at local, national, and international levels. International climate governance currently shifts from top-down and monocentric to bottom-up and polycentric governance structures with, among others, cities and local governments becoming an increasingly visible and engaged actor. The research explores, from a legal perspective, multi-level and polycentric climate governance in Germany with a focus on formal and informal instruments of federal-state and local-level climate action planning.

Germany is a federal state with formal legislative power split up between the national government and sixteen federal states, including three city-states (Berlin, Bremen and Hamburg). The federal government has not issued a climate protection law. It focusses on sectoral regulation, for example, with laws on renewable energy production, emissions trading, and energy efficiency. Overall national climate governance is currently steered by the informal policy instrument of the Climate Action Plan 2050, adopted by the German cabinet on November 16th, 2016. The plan aims at guiding Germany to become greenhouse gas-neutral by 2050. It sets out precise emission reduction targets for different sectors of industry to be reached by 2030. In general, it also refers to the importance of enhanced mitigation action at all levels, including the local level. However, a specific, e.g. quantified, responsibility of federal states or municipalities is not part of the German Climate Action Plan. German climate policies with regard to municipalities and cities are so far limited to financial incentive programmes. At the heart of these programmes is the National Climate Initiative including the Master Plan Guideline, which financially supports municipalities who committed to reduce their greenhouse gas emissions by 95% until 2050 and their final energy by 50% compared to 1990 levels. Within the last couple of years, several federal states of Germany enacted climate protection laws, among them North Rhine Westphalia and Baden-Württemberg. The climate protection law of North Rhine Westphalia explicitly addresses its municipalities and requires them to enact local climate mitigation action plans. However, apart from this one exception of North Rhine Westphalia, German municipalities are free to plan and implement (or not) climate change mitigation action within the scope of article 28 section 2 of the German constitution. This provision confers the right to local self-government on German municipalities. It empowers local governments – cities and other municipalities – to regulate and manage local affairs under their own responsibility. This includes the power to enact – within the limits of law – municipal ordinances and to raise and spend local taxes.

Drawing on case studies from the city-state of Hamburg, the city of Frankfurt – located in a federal state without a climate protection law but voluntarily participating in the ambitious Master Plan Guideline programme –, and the city of Cologne – situated within the jurisdiction of North Rhine Westphalia, the study depicts, compares and critically discusses multi-level formal and informal instruments of strategic climate governance, their interrelation and potential benefits and constraints for effective climate mitigation action.

### 538 | IMAGES OF A LIVEABLE EUROPEAN CITY – LOCAL LAND-USE PLANNING BETWEEN INNOVATION AND LOCK-IN

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**ABSTRACT:** Urban design principles and political goals increasingly highlight the importance of dense mixed-use developments in already built-up structures – following images of a liveable or ‘good’ European City. On the other side are noise burdens by commercial operations. Protecting against harmful impacts, supporting urban health and increasing quality of life for all local residents are core tasks for spatial planners with regard to noise and other emissions. At the same time, in the context of German local land-use planning, this field shows a complex nexus of legal provisions, technical standards and possible reactions through land-use planning.

This paper uses the proposed amendment of the Federal Land Utilisation Ordinance (‘BauNVO’) with the new type of Urban Areas (‘Urbane Gebiete’). It discusses noise-related problems of local land-use planning and assesses the practical suitability of the legal changes. The example of commercial/industrial noise provides specific insights into daily planning routines. Densification and inner development – e. g. forced by climate mitigation goals or the aim of creating compact, mixed-use and walkable cities – conflict with goals of separating between sources of emissions from areas worthy of protection. Nearly every city has to deal with such small-scale conflict situations, and many cities with large scale conflicts affecting whole neighbourhoods or urban districts. Provisions of planning and immission law have then to be aligned between each other and to spatial situations with divergent demands of property developers, businesses and local citizens.

The following three questions will be addressed:

1. Which factors influence the implementation of noise protection regulations in statutory local land-use planning?
2. Will the proposed legal changes likely lead to innovative local practices beyond institutional lock-ins?
3. Who will benefit from these changes?

This study builds on two pillars: first, a quantitative survey among all German cities above 20,000 inhabitants conducted in 2015/16. Second, in-depth qualitative case studies in 15 selected cities in nine federal states. Individual and group interviews with around 50 practitioners working in statutory urban land-use planning (‘Bauleitplanung’) and in local immission protection authorities built up groundwork for distinguishing between universal and context-sensitive aspects. Taken together, both provide influencing factors for using and implementing legal provisions. Understanding internal and external factors allows exploring structures to organize noise protection, i. e. the web of rules to ensure efficient procedures.

The conclusion outlines a bandwidth of examples with their individual advantages and problems to achieve a coherent, efficient and transparent implementation of legal provisions. Examples include internal routines of communication, procedures to cooperate from strategic planning to land-use planning and down to building permits, ways to include external expert knowledge, ideas to work in the public and political arena as well as the ‘shocks’ provoked by new court rulings and legal uncertainty. It will be discussed if the proposed changes will likely lead to real innovation or if they are more likely to vanish in the lock-in of other routines. This will then lead to the question who will benefit from the Urban Areas – property owners and development companies or local citizens?

## 701 | FLEXIBILITY IN URBAN RENEWAL PRACTICES: THE CASE OF TURKEY

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**ABSTRACT:** In recent years, the increasing development pressure on the cities has made built-up areas as attractive as newly developing areas for investors. Especially, the increase in land prices within the cities; the increasing demand for the change of industrial areas and the usage functions which lost their function or moved out of the city, the increasing demand for transformation of illegal residential settlements, and the support for the renewal projects by the local governments in cities where compete for attracting the capital in the globalization process cause to further acceleration in urban renewal practices (Kocabaş, 2005; Güzey, 2009). However, urban renewal projects are progressing in a fragmented and project-based approach that is far from a holistic urban planning strategy. This situation causes urban renewal to proceed in a flexible approach even in countries with a regulatory planning system.

In Turkey, urban planning and development control is performed through the regulatory planning system. However, since 2000s, significant changes in the planning system have led to the flexible planning system in practice, which is defined as the regulatory planning system in theory (Özkan and Turk, 2016). Also, a flexible approach comes to the force in urban renewal practices. Flexibility in urban renewal practices

emerge in two different ways. Firstly, urban renewal practices are realized outside the regulatory planning system. The urban renewal practices take place by special-purposed laws related to urban renewal at the national level. The special-purposed laws bypass the hierarchy that emerges with the regulatory planning system. This situation provides a broad flexibility in urban renewal practices. The second is that, legal sources related to the urban renewal bring a structure that uses discretionary authority more heavily as different from the legal sources in the regulatory planning system.

The purpose of this paper is to analyze the flexibility and its consequences that emerge due to the legal sources related to urban renewal, in detail. In Turkey from 2004 to the present, the degree and content of flexibility associated with legal instruments, which emerge related to urban renewal, has changed over the time. This situation affects the results of practices directly. Within the scope of the paper, the flexibilities and consequences associated with the laws, which emerge related to urban renewal, are discussed with a comparative perspective and various examples from 2004 until today. In conclusion, the structure of the flexibility and its results provided by legal resources in the urban renewal areas, have been evaluated.

**KEYWORDS:** Flexibility, Regulatory Planning, Urban Renewal, Practices, Turkey

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## 1071 | TOWARDS AN UNDERSTANDING OF SPATIAL PLANNING SYSTEMS IN LATIN AMERICA. THE CASES OF MEXICO AND ARGENTINA

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**ABSTRACT:** There is widespread recognition about the evolution and diversity of spatial planning systems and policies across Europe. However, less attention has been devoted to the character of spatial planning and their implications for spatial development elsewhere. In contributing to establish a renovated discussion on the matter, the paper focuses on Latin America as regards the interrelationship between social aspects and their influence on the reproduction of spatial planning systems. This interrelationship has been a topic of significant scrutiny in Europe and has been developed from at least three standpoints. Firstly, the classification of planning traditions and the comparison between planning systems and policies (CEC, 1997; ESPON, 2006). Secondly, the means through which social contexts shape spatial planning systems (Vigar et al., 2000) as evidenced by: (i) discourses and ideologies (e.g. Servillo, 2010; Hajer, 2003); (ii) legal frameworks (e.g. van Dijk & Beunen, 2009); (iii) political power (e.g. Yiftachel et al., 2001); and (iv) regulations and governance (e.g. Peters & van Nispen, 1998). Finally, the role of institutions in and for planning, namely (i) the role of formal institutions (organisations, laws and procedures); (ii) informal institutions (values, conventions and codes of conduct); (iii) the actions that structure social contexts (e.g. Healey, 1997) and (iv) the role of planning as a potential stimulus (or obstacle) to foster economic development, to protect private and public property, and to improve democratic decision making processes (Healey, 2007).

The complexity of Latin American spatial planning systems, the specificity of planning instruments, the idiosyncrasy of actor configurations, the distinctiveness of evolutionary stages and the peculiarity of social models and planning cultures are all indicative of a multifaceted region whereby individual planning contexts tend to emerge from a plurality of planning modes, tools and political directions of spatial change. Moreover, the oftentimes uncritical implementation of imported planning models and methodologies (normally decoupled or detached from institutional reforms capable of providing suitable legislative frameworks) from more developed countries and the usage of the individual countries within this macro-region as testing grounds for planning policies and practices at different levels of planning administration further underscores the distinctive and also pioneering nature of Latin American planning.

The above situation evidently calls for advancing ad hoc analytical frameworks and methodologies aimed at developing a comprehensive understanding of the evolution and performance of planning systems, policies and tools in this region. The paper thereby explores the character of spatial planning systems and policy-making from theoretical, methodological and empirical approaches. Theoretically, the paper pays

attention to the ad hoc interrelationships between spatial planning systems and social contexts, and between the former and the role of institutions in and for planning as adapted to Latin American settings. Methodologically, the paper attempts to combine institutionalist and strategic-relational approaches (Servillo & Lingua, 2014) to identify interpretive categories that shed light on the evolutionary processes of planning systems within the region.

## 1293 | MARINE PORTS: A PUBLIC AMENITY OR A MARKETABLE ASSET? UNDERSTANDING OWNERSHIP, POSSESSION AND OBLIGATIONS IN THE SALE OF PORTS IN GREECE & AUSTRALIA

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**ABSTRACT:** With the global flow of capital and internationalization of the property market, established coastal city infrastructure such as marine ports and airports, as well as related rail and road links are playing a greater role in global trade and city connection. Traditionally these public assets have been state/city owned. In many countries there has been a push to offer ports for sale via long leaseholds through the vehicle of public private partnerships (PPP). In short, they have become marketable assets. Agreements for the sale of this infrastructure often carry a law of their own, and may be supported via a newly created statute, through private contracts and quasi public/private land use planning regulation. This arrangement suits states and cities, particularly in times of austerity, because these assets carry high operational and maintenance costs and overheads, which can now be shifted to the realm of PPPs. Such neo-liberalist salvation for state infrastructure may subvert constitutional and national law, which in some jurisdictions bans the sale of state infrastructure. The paper is exploratory, and relies on a desk-top research approach - news articles, industry reports and publically available policy documents – to come to some type of understanding of the regulatory framework behind the sale of two ports – Piraeus (Greece) and Darwin (Australia). The paper also attempts to identify the on-going obligations accompanying the deal and in which area(s) of the law is this situated. The authors appreciate that aspects of these sale deals will be confidential, particularly the contractual aspects. This is in itself is problematic as the ports are public assets not private commodities. Accordingly, based on available information and knowledge, the paper identifies the regulatory nature of the port sales and the implications for national and local law, as it relates to constitutional law, property rights and land use planning. Any gaps in the knowledge base regarding the new regulatory landscape and its deal outcomes will also be highlighted in the paper.



**SLOT T15.S09 | ROOM V1.26 | IZABELA MIRONOWICZ |  
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FACULTY OF ARCHITECTURE**

**161 | LEGAL REQUIREMENTS OF MUNICIPAL URBAN  
DEVELOPMENT COMPANIES IN NEIGHBORHOOD  
DEVELOPMENT UNDER PROBLEMATIC CONDITIONS**

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**ABSTRACT:** The development of urban districts differs depending upon their location, building structure, inhabitants or existing uses. Underprivileged neighborhoods are described as quarters with complex problems. They have to deal with inadequate infrastructure, poor quality of housing, few public spaces and environmental problems (cp. Gerdes 2003: 187). At the same time, there is a concentration of social, economic and ecological problems (cp. Pfeiffer u. Wallraf 1998). A bad image and decreasing attractiveness influence residents to not move to underprivileged neighborhoods. This leads to declining real estate and rental prices in comparison to the city as a whole. Underprivileged quarters, thus feature dwindling investment activities and scenarios of withdrawal. That bears the risk of a spiral of decline and decay. (cp. Glock 2007)

Due to low rents and declining property prices, investments into buildings are financially not attractive and affect redevelopment decisions mostly negatively. The consequences are a renovation backlog and the emergence of problematic real estate properties. The low willingness to invest leads to trading down effects and situations, where the stakeholders' investment decisions are often blocked by each other. Financially weak municipalities do not have the possibility to provide refurbishment of underprivileged neighborhoods. This also shows a lack of possibilities for interventions in property rights. (cp. Hemkendreis 2016: 82) There is the risk that without governance structures the remaining potential of the quarters will be lost. (cp. Fryczewski 2014: 105). In this situation some municipalities in Germany use municipal urban development companies. These are limited liability companies with the goal of urban renewal. They are founded by the city as a company in order to act in the real estate market. The municipality creates its own stakeholder in underprivileged neighborhoods, which can promote neighborhood development and provide input into the real estate market. The urban development companies acts as a mixture of governmental and non-governmental organization. However, the question arises, which legal requirements are important for the establishment of a municipal urban development company? What opportunities do urban development companies have especially for building stock of underprivileged neighborhoods? What advantages does the founding of an urban development company have in comparison to neighborhood development with the municipal administration? For example, a limited liability company can react more quickly than a municipal government that is tied to political decision-making. (cp. EMP3-1 IP1: 17) On the other hand the main problems for limited liability companies are a lack of planning to implement urban renewal and a lack of financial resources. (cp. Sinz 2016: 6)

As methodology, the research tries to identify the particularly succinct legal requirements by literature review and through structured interviews with experts dealing with urban development companies. The research contributes to understanding the ability of urban development companies to act under problematic circumstances, and emphasizes the importance of innovative governance structures. The research concludes with an outlook on municipal urban development companies as a transferable method for urban development in districts with problematic conditions.

## 486 | THE IMPACT OF EUROPEANIZATION PROCESSES ON THE DEVELOPMENT OF NATIONAL ARCHITECTURAL POLICIES IN THE EU

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**ABSTRACT:** Since the beginning of the 1990s, a growing number of European countries have been adopting national policies on Architecture. Reflecting the wide diversity of cultures across the European Union (EU), some member states have adopted comprehensive policies setting up a wide range of initiatives, while others have approved national legislation addressed to clients and stakeholders or created new institutions to champion design quality. Despite the differences between the approaches, it is possible to identify a growing tendency for the development of national Architectural policies, where the Government assumes an important role of leadership placing design quality high on the political agenda. Taking on board these concerns, the EU Council approved a Resolution on Architectural Quality in 2001 encouraging the member states to promote architecture and urban design as a way of improving the quality of the built environment. However, some member states remain sceptical and even suspicious about the effectiveness of a formal policy on Architecture and prefer not to follow this trend without further evidence. In the face of this phenomenon, it is relevant to assess the impact of the EU Council Resolution on the development of national Architectural policies by the member states, measuring the policies implementation progress and identifying the main drivers leading such a growing number of countries adopting a public policy on this domain.

In this context, this paper starts by examining the processes that led to the adoption of a formal Architectural policy by the EU Council and, interconnected with this, the subsequent implementation of national Architectural policies by the different member states. A first section will provide a panorama in terms of Architectural policy environment and main policy artefacts at the EU level. Subsequently, it will explore the policy-making processes and the actors leading to the formulation and adoption of the EU Architectural policy, between 1985 and 2010. A second section will outline the main findings of a cross-national survey on national Architectural policies, which will provide an overview of the current situation in the different member states in terms of their Architectural policies developments. A third section will propose a typology of Architectural policies and its main differences outlined. A fourth section will examine the implementation progress of national Architectural policies where it will be seen that the majority of the countries are still in their first generation of policy documents. Finally, some conclusions will be drawn on the role of ideas and actors on the Europeanization process of Architecture as public policy.

## 1139 | THE PROVINCIAL PLANNING FUNCTION IN SOUTH AFRICA: FROM CONSTITUTIONAL MANDATE TO PROGRESSIVE PLANNING INSTRUMENTS & OUTCOMES IN THE GAUTENG PROVINCE

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**ABSTRACT:** The progressive 1996-South African Constitution created three distinctive, interdependent and interrelated spheres of government – national, provincial and local – and endowed each of these spheres with a range of (1) shared and (2) exclusive functional areas of competence. In terms of this arrangement, provincial governments were for the first time in the country's history granted the exclusive function of provincial planning and with that, the opportunity and responsibility to make a potentially powerful and decisive contribution to the decisive and progressive transformation of South Africa. While this constitutional promise held true in theory, defining, delineating and giving meaning to this function, and developing instruments that were both (1) transformative, and (2) fit within and complemented the constitutionally-endowed planning mandates of the two other spheres of government, proved to be a difficult task.

Over the course of the last two decades, the Gauteng Province, the economic powerhouse of the country, has played a leading role in this pursuit through (1) the introduction of a variety of legal instruments, provincial policies and directives, (2) the provision of a range of planning support services, and (3) the preparation of a series of provincial development plans, strategies and frameworks. While much was learned in these endeavours, the promise that the mandate holds, and that the construct potentially offers in terms of the transformation of the unequal, fragmented and unsustainable landscape left behind by Apartheid, is still to be realised.

In this paper, the major initiatives that the Gauteng Provincial Government has embarked upon since 1996, are critically analysed in terms of (1) their developmental intentions and contribution to this progressive mandate, (2) the extent to which they met the constitutional requirement of intergovernmental collaboration, integration and coordination, (3) the way they were responded to and acted upon by the national and local spheres of government, (4) the lessons that were learned in the process, and (5) potential avenues for further exploration. While the paper deals with a unique South African case, the difficulties and challenges, as well as the glimmers of hope in this scantily researched sub-national sphere of planning, should be of interest to a far wider audience.

## 1148 | BIG PUBLIC INVESTMENTS: OPPORTUNITY OR THREAT TO THE CITIES?

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**ABSTRACT:** It can be argued that big public investments contributed to the emergence and development of cities in general. Without coherent policy focused on hydraulic engineering works Sumerian cities would not have been able to get territorial control over the settlements located around them. Rome would have never built its power without roads and aqueducts. Without governmental intervention in the 19th century Paris would have been completely different city. Big public investment is not new tool in territorial governance. On the contrary, new is the model of territorial governance itself. This model has to take into account specific profile of modern society and its demand for far-reaching participation. Obviously, public investments are not linked exclusively to the cities, hence in the cities the dense interdependencies between the society, urban structure, economy, environment and public investments can be perceived with specific intensity.

There is no answer to the question whether public investments of today transform cities more intensively than in the past. It is however quite clear that they have to be implemented with different goals than those of the past; not the glory of kings, but the quality of life of citizens shall be a driving force of public investments. In the paper I examine the influence of big public investments in Polish cities on the development of these cities. As a theoretical guidelines I use „Recommendation of the Council on Effective Public Investment Across Levels of Government published by OECD in 2014.

As a case study I look at investments built in connection with the football championships which took place in Poland in 2012. Today, it is possible not only to assess real costs but also results of these investments. The former include consequences of the special (planning) law introduced in order to intensify (or sometimes simply make possible) investments linked to the football championships. The latter include not only hard infrastructure and change in the land use but also real development impact and social benefits.

The assessment of the public investments linked to the football championship in selected Polish cities has been made against the criteria described in the principles representing systemic multi-level governance challenges for public investment defined by OECD.

Conclusions from the research might be useful to other cities and let them avoid policies which do not make a proper use of public funds for the good of local communities.

## 1248 | CENTRALIZATION UNDER THE NAME OF LOCATIONALIZATION: CASE OF TURKISH METROPOLITAN MUNICIPALITIES

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**ABSTRACT:** Along with the shift of the world population to the urban areas, needs of the cities grew unexpectedly and become unattainable, as a result, buildings have begun to disperse both horizontally and vertically in the physical space. Taking steps to control this spread and to prevent damage to the natural resource and historical-cultural values of the society has become quite dominant. In this context, planning and zoning issues, which is one of the most important tools in the conservation and use of local value have gained importance.

In many countries around the world, decentralization work has started for supporting local characteristics and the authorities and resources of local governments have been increased. For this purpose, the metropolitan movement that began with the declaration of Istanbul, Ankara, and İzmir as the first metropolitan cities in 1984 continues increasing its authorities and financial support with the new metropolitan Law No:6306 covered more than half of Turkey. It is a rather controversial issue whether or not the metropolitan cities that abolish the public legal personality of the village and disempowerment most of the planning authorities of the district municipalities have the purpose and frame for sustainable localization. In this study, sustainable development and planning studies in Turkey will be discussed in the light of international examples of metropolitan cities where managerial and financial authorities support local development by decentralization and kinds of political, financial and social changes needed in Turkish system.

**SLOT T17.S01 | ROOM V1.27 | MICHELE CAMPAGNA |  
UNIVERSITÀ DI CAGLIARI**

## **108 | URBAN PLANNING KNOWLEDGE NETWORKS IN EUROPE AND CHINA: A COMPARATIVE RESEARCH BASED ON OPEN SOURCE DATABASE AND NETWORK ANALYSIS**

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**ABSTRACT:** Giving that the global urban planning discipline has achieved great success in different dimensions, the differentiation are still conspicuous with respect to their organization structure, study issues, development phase and ratio, and so on. Meanwhile, besides the U.S., Europe and China are regarded as the most two essential and influential regions which impact greatly on the world's urban planning development progress. Such curiosity gives rise to this urban planning disciplines comparison between European and China, emphasizing on how such two giant system works, cooperate(as the network of scholars) and produce knowledge output (as the papers), with appropriate quantitative evidence and visualization illustrations.

Based on our literature review, we found out that few studies in this track are systematic, and quantitative hitherto. It is because of the limitation of access to much completed data pool or the connections between scholars are not unraveled clearly. With the help of big data, we constructed European and Chinese urban planning knowledge, combining with the scientometrics, the social network analysis map (SNAM) and semantic analysis methods, we would like to not only revealing the rules of the collaboration patterns of schools, discovering the differences between Europe and China planning schools and scholars networks, and respectively recognizes the key planning schools and key scholars for each network, but also comparing the intrinsic dynamic trends of planning research fields and key words between both regions.

To establish both knowledge network models, including four dimensions: planning schools, planning scholars, planning research fields, and planning research key words, this research collects data which is from mining multiple source data of open academic platform on the internet, to name a few, SCI, SSCI, A&HCI, CNKI, and the database from faculties' publication from each universities. Approximately 2023 planning scholars from the 57 major European urban planning schools, nearly 1700 scholars from the 68 major Chinese planning schools and the whole research outputs of approximately 3723 scholars are involved in this research.

In terms of the application, such quantitative and visualized comparative research would help us gain deeper understanding of the regulation of scholars' network of the academia in both Europe and China, as well as the dynamic trends of this discipline.

## **239 | ICT TOOLS FOR COMMUNITY ENGAGEMENT IN PLANNING: A REVIEW OF CONCEPTS AND THEIR CHARACTERISTICS**

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**ABSTRACT:** Engaging community in discussions of perspective development plans is a common practice in contemporary urban planning. It is not a question of weather to involve the public, but how to involve it. The advancements in ICT opened new opportunities for citizen participation, such as online PPGIS (Maptionnaire, Sticky World) and VGI (WikiMapia, BOS:311) tools. Initially, online tools were believed to revolutionize citizen involvement, diversifying respondent profiles and increasing response rates compared to traditional tools, like charrettes and paper surveys. However, this assumption turned out to be false. Bringing traditional concepts, like map-based questionnaires, online, indeed, facilitates participation, but does not change it significantly. Old issues are still relevant in the new paradigm. How to

engage current non-participants into discussion? To what extent the public opinion is, actually, incorporated into urban plans? The use of open data and the introduction of game elements into e-participation are emerging concepts that might successfully address these issues.

The aim of the current article is to study the status quo in the field of e-participation. Namely, what are common tools for e-participation, what are their advantages and disadvantages in comparison to traditional tools, how do they tackle questions of non-participation and translation of participatory results into planning documentation. For the study a number of journal articles and conference papers for the past decade are reviewed. The articles and papers are selected based on their relevance to the topic, journal impact factor (InCites) and the number of forward citations (Scopus). The review is conducted using NVivo software for qualitative data analysis. Main concepts explored are PPGIS, VGI, the applications of open data and serious games. Main themes coded are concept definitions and objectives, success, failure and participation encouraging factors, application examples and their actual planning outcomes. The results provide a theoretical underpinning for the author's research project - a serious participatory game.

## 310 | WHERE IS THE COMMUTERS? RESEARCH OF SHANGHAI METRO COMMUTING TRAFFIC BASED ON TRANSPORTATION CARD DATA

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**ABSTRACT:** With the rapid urbanization, the increasing house rent in city center, the revolution of housing policy and the promotion of the transportation technology in metropolitan area, the distance between home and workplace shows a sharp rise. On this occasion, it is commuting that is becoming a universal phenomenon and a prevalent research issue.

With regard to urban commuting studies, it is important to identify the following issues: Where do the commuters come from? Where are the workplaces for them? How are they distributed in the metropolitan area and why? What kinds of commuting transportation tools do they choose, diversification or simplification? Will their commuting and other correlative spatial behaviors be helpful and provide some precise suggestions for the decision-making and policy-setting of transportation? It is very difficult to interpret before the information era.

Comparing with traditional, sampling, partly-quantitative and qualitative analysis methods, the approaching Big Data era provides totally systematic and quantitative methods. Traffic and passenger flow can be precisely described and analyzed based on the whole sample statistic and database. Meanwhile, some specific and precise suggestions and advice can be provided for the decision-making and policy-setting of transportation.

This research selects Shanghai as the case city and mines the 9.1 million pieces of transportation card data which is collected from the card machines of every metro station from March, 30th, 2015 to April, 3rd, 2015 (continuous 5 weekdays) as the database. After data processing and cleaning, this research analyzes the regulation of passenger flow net change with the same interval time for every metro station. Meanwhile, the features of commuting traffic and the structure of habitation and workplace in the city will be demonstrated precisely based on the Baidu Point of Interest (POI) data which is the most complete database of spatial points and the housing rent data of Shanghai.

The prospective conclusions include the following dimensions: 1. Commuters live near the metro station whose the net changes of passenger flow with the same interval time are a series of extremely large negative numbers in the morning and extremely large positive numbers in the evening. 2. Commuters work near the metro station whose the net changes of passenger flow with the same interval time are a series of extremely large negative numbers in the morning and extremely large positive numbers in the evening. 3. Commuters choose residential places mostly based on the balance between the time spent for commuting and the housing rent. Besides, safe and relatively comfortable living environment and relatively convenient service facilities also play essential roles in the decisions of habitation. 4. A majority of the commuters don't use just one transportation tool for commuting, more than a quarter of commuters choose the bus as a very important tool before getting on the metro. And the time spent in bus almost is within thirty minutes. 5. Among the commuters who select as Lujiazui metro station which is located in the city center as the first stop for the commuting, more than half of them take bus to the Lujiazui metro station first because of lack of metro line along the Huangpu River. So this phenomenon can provide some precise suggestions for the decision-making and policy-setting of metro development in the future.



## 435 | GEODESIGN AS SUPPORT TO OPINION MAKING, IN LOCAL, REGIONAL AND TERRITORIAL SCALE: CASE STUDIES IN BRAZIL

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**ABSTRACT:** In Brazil, since the promulgation of federal constitution, in 1988, and the City Statute, in 2001, the interests about participatory planning became not only a desire but a law, determining that any decision in territorial planning should be constructed considering collective values. Notwithstanding, we observe lack of methods to support the intention, and in most cases a misunderstanding about the sense of participation. The idea of participation is understood as to win the game, and not to choose alternative futures that are more adequate to social, economic, environmental and cultural context. In this sense, the proposal of Geodesign (Steinitz, 2012), based on a framework that establishes steps to be followed, is a very robust methodology to support opinion making and to arrive to decision making.

We conducted three case studies in Minas Gerais, Brazil, in different scales and challenges, but all of them in areas with conflicts of interests. The case study in regional scale was Quadrilátero Ferrífero, an area of 1.000.000ha characterized by historical cities, environmental resources, axis of urban growth and the most important economic area in the state due to mining activities of gold and iron ore. The case study in district scale was Pampulha, an area of 10000ha in the city of Belo Horizonte, projected by Oscar Niemeyer that had just been nominated as Unesco's heritage because of its unique modernist architecture and urban landscape. The goal was to discuss risks of not appropriated changes in the landscape, especially urban densification, damaging the harmony in visual axis. The case study in local scale was about a slum, an area of 25ha, with the goal to face complex problems and to give support to legal regularization, considering budget restrictions, fast changing realities and needs in urban and environmental improvements. All case studies demanded studies about systems that represented vulnerabilities and attractiveness in the areas, costs and targets to be respected and achieved, and definitions about groups of interests from different sectors of society.

The Geodesign methodology was proposed as an alternative to plans generally top-down oriented, time consuming and not able to achieve sufficient participation and community consensus on priorities. In parallel with the use of Geodesign Hub, we applied geovisualization tools proposed by Geoproeia (UFMG) to create a collaborative environment and enhance stakeholders' participation, based on City Engine (ESRI) and Grasshopper+Rhino 3D simulations. We also applied possibilities of interoperability with other platforms, using an App from ViconSaga Web (UFRRJ and UFRJ).

The methodology is based on web platforms and the principals of social media in the sense of sharing information, constructing proposals and arriving to decisions. Geodesign hub is a platform to make people working together. The visualization and interoperability applications amplify the conditions in participatory process, as support to opinion making. The experiences proved to be very effective and robust, as participants started to understand that the objective was not to win the game, even though they played to win, but to construct together the most acceptable alternatives. The main outcome was the capacity to transform data into information and information into knowledge, in a sense that is been called empowerment, resulting in more reflexive and critical citizens.

## 1049 | GEODESIGN: A NOVEL APPROACH TO STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA)

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**ABSTRACT:** Among the European policies aiming at improving environmental protection and promoting sustainable development, Directive 42/32001/EC on Strategic Environmental Assessment (SEA) and Directive 2007/02/EC establishing the Infrastructure for SPatial InfoRmation in Europe (INSPIRE), embed a strong potential to bring innovation into spatial planning and design. In fact, the first introduces the environmental impact assessment of plans and programs, while the second supply the technology platform

for advanced digital territorial knowledge management supporting planning and decision-making. Unfortunately, research findings show that still to date both the application of SEA principles and the use of digital spatial data and tools in spatial planning and design are still in its infancy, strongly limiting the exploitation of their innovation potential in the practice.

Recent advances emerging from trans-disciplinary debate in America, Europe and Asia among scholars and practitioners in spatial planning, urban design, landscape architecture, and Geographic Information Science, promote the application concept of Geodesign as a framework for planning and design aiming at addressing some of the most urgent issues of sustainable development. Geodesign is a practice grounded on methods and techniques for planning and design in an integrated process, from project conceptualization to analysis, simulation and evaluation, from scenario design to impact assessment, in a process including stakeholder participation and collaboration in decision-making. Contemporary Geodesign often relies on the advanced use of digital information technologies.

Recent research findings (Campagna and Di Cesare, 2016) suggested Geodesign may help to put into the planning practice the methodological innovation brought by SEA and INSPIRE.

To demonstrate the above assumptions this paper presents the results of a Geodesign workshop which applies the Steinitz framework for Geodesign (Steinitz, 2012) for the design of future scenarios of the metropolitan area of Cagliari. The workshop was supported by a web-based planning support system (i.e. Geodesignhub.com) which enabled the simultaneous collaboration of a group of thirty people to the study. The results show how the Geodesign approach, making advantage of digital spatial data and technologies, can address some of the most urgent SEA requirements including enabling collaboration among multiple groups of stakeholders, assessing design impacts real-time, and making the reason of decision-making transparent and explicit.

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## 1084 | FROM BLUE PRINT TO DIGITAL: CHALLENGES FOR IT TOOLS IN A NEW CONCEPTUAL PLANNING SETTING

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**ABSTRACT:** New technologies invaded spatial planning activities for already at least two decades. This technological shift allows to respond to some of what was considered major spatial planning weaknesses: lack of accurate and updated information; unprecise mapping; poor information management tools. In response, new IT tools allowed information in real time, the access to a wider and diversified range of information sources and reliable territorial mapping.

On the top of these challenges, another layer of discussion emerged, regarding another kind of concerns regarding planning quality: decision-making processes were very much in stake; the rules' characteristics became very much a point of discussion; and the role of planners themselves became an issue. So the main question to be explored is how these new IT tools can respond to spatial planning needs in a context of spatial planning paradigms' shift?

To start by setting the framework we propose to cross the potential of the use of IT tools with three planning dilemmas: the characteristics of decision-making processes (considering top down and bottom up models), the flexibility and rigidity of planning rules; and planners as a supervisor or an enabler.

In order to illustrate this discussion we will explore the Portuguese context in which two generations of land use plans have been launched, in two different technological settings as with two different conceptual planning agendas. In what is known as the first generation of PDM's (municipal plans started in the 1990's) they corresponded to very much zoning-oriented plans designed with very poor or inexistent IT tools. This became a critical issue to this generation of plans, lacking updated information. Learning from this experience, the second generation of PDM's emerged in a context of development of IT tools allowing a totally different quality and quantity of information. However the conceptual level of plans also changed, with municipal plans being much more strategic and schematic. A reflexion crossing the technological evolution and the conceptual planning shift will contribute to the debate not so much on the answers that IT tools provide but much more on the response to the questions generated by the actual planning setting.

**SLOT T18.S01 | ROOM V1.08 | JORGE B. SILVA | IST-ULISBOA**

## **669 | DESIGNING WITH UNCERTAINTY: REVISITING THE FORM-BEHAVIOUR APPROACH IN THE CONTEXT OF COMPLEXITY**

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**ABSTRACT:** After mid-1900s a new field of environmental studies—generalized as behavioural sciences which deals with the complex systematic interactions between the people and built environment- has emerged in the context of man and environment relationship and the dialogue between them. It is a comprehensive design philosophy which takes the human preferences and values as the basis to satisfy the human needs and to eliminate environmental restraints and stresses. As one of the most influential theorists in this field of study, according to Lang(1987), designers will always be making decision with uncertainty and so, behavioural sciences may reduce this uncertainty but will not eliminate it. In the present context of ever-changing, dynamic and complex urban space, the concept of uncertainty deserves a critical approach and an alternative conceptualization. The fact that cities are complex systems which essentially contains various uncertainties, reducing or totally eliminating the uncertainty seems unreasonable. Instead, designers should learn how to deal with uncertainty by using it as a design input: which means they should learn to design with uncertainty.

Within this context, complexity theories will help designers to develop better understanding about human's complex behaviour patterns and the complexity of human settlements. In order to bridge with concepts from the complexity sciences such as non-linearity, emergence, co-evolution, adaptivity and self-organisation, uncertainties should be used as design input rather than seen as obstacles for design process. By allowing uncertainties, designers can avoid from the static, fixed and linear thinking mechanisms which are not useful to manage complex systems, and; they can achieve more incremental, adaptive, dynamic and complex solutions to the complex problems of our age. In this research paper, the main question of 'how can we cope with—or rule—the uncertainties to meet the needs of human beings by developing behaviour sensitive approaches in the context of complexity?' will be answered. According to writer, the answer to this vital question is actually lying deep down in the well-known theory of urban design and architecture. Even if complex systems contain uncertainties and emergent behaviours, there is perceptible order referring to dynamic, characteristic and recursive patterns in these systems.

Within the context of main research question of the paper, revisiting the form-behaviour approach—which is firstly developed by Christopher Alexander and has focused on the issue of translating behavioural understandings and behavioural research into understandable form 'patterns' -as a methodological tool to cope with uncertainties arising from the complexity and emphasizing the contribution of patterns in this context leads to introduction of behavioural data into the design and planning process. Moreover, this approach creates a basis for a shift from linear and static methods of behavioural sciences to the dynamic, adaptive and complex ones. This concise research opens up a discussion about how recently developed complexity theories can help us to understand the complex interaction between man and environment and to cope with uncertainty as an inevitable attribute of this interaction.

**KEYWORDS:** dialogue of man-environment, complexity theories, uncertainty, recursive patterns, form-behaviour approach

## **696 | CONCEPTUALIZING URBAN INFRASTRUCTURES AS 'SMART', DECOMPOSABLE, AND INFORMATION-PROCESSING AGENTS.**

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**ABSTRACT:** This paper considers the design of three urban systems - a bus system, a bridge/floating platform system, and a small-scale commercial system - using principles of self-organization derived from Complex Adaptive Systems (CAS) theory. Each case considers that given the growing pervasiveness of digital signals, information regarding 'fit' configurations can now easily be transmitted amongst human and non-human 'smart' entities. These entities might well include physical urban elements, ones that could be designed and conceptualized so as to benefit from the 'wisdom of crowds', feedback, and bottom-up processes. While the propositions are speculative - none have been built, although a project similar to the floating bridge system is now underway - each employ the same sets of self-organizing features derived from CAS:

- agents ('smart' urban elements that have the capacity to be mobile);
- identifying and monitoring the resources or energy driving the system (pertaining to how an element is used or activated such that its capacities 'feed' or meet particular urban requirements);
- links or information flows amongst agents, that steer their behavior/configuration in space (through sensors/apps monitoring use).

Together, the projects demonstrate how, using these principles, non-linear interactions amongst agents could, in real time, and in accordance with feedback regarding each element's level of activation (and thereby its fitness), steer the emergence of fit urban configurations. The projects are all predicated upon a rethinking of how urban infrastructures might be re-conceived in ways that permits them to behave in ways more similar to that of autonomous agents - conceptions that involve both a partitioning of large systems into independent sub-elements (decomposability), as well as incorporating transformation or mobility within the design of these sub-elements such that new kinds of behaviors or configurations are enabled. Finally, each sub-element needs to have the capacity to process information, incorporating 'smart' features.

While not all urban elements are easily conceptualized into such decomposable and 'agent-like' populations, together the projects show a range of circumstances whereby such conceptualizations are feasible and would enable novel, emergent outcomes. The projects build upon the capacities made possible by pervasive data for real-time and responsive decision-making, where user inputs generate immediate signals regarding element configurations, and these configurations in turn shape new user patterns/inputs, iteratively generating new data. In this way, both the users of the system and the urban elements comprising the system are considered as co-evolving agents.

Together, the projects provide provocative thought-experiments that demonstrate how 'fit' urban configurations might viably manifest in the absence of top-down control. The projects also identify the principles of CAS dynamics required for such systems to unfold, principles that can enable these ideas to move from speculation to implementation. These dynamics require considering urban elements not to be passive artifacts, but rather to be physically situated computational devices that process information regarding user priorities and are able to both aggregate into meaningful emergent patterns, or partition to provide variable niches - ultimately responding to a plurality of needs in ways that remain resilient to evolving circumstances.

## 944 | PEOPLE AND MOBILITY IN TURKU, FINLAND: FUTURES OF MOBILITY AS A SUB-SYSTEM OF A COMPLEX CITY

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**ABSTRACT:** The world is rapidly urbanizing. By 2100, around 85% of the global population will be living in cities. The growth of urban centers has already created challenges for decision makers regarding how to manage intensifying flows and use of materials, energy and people. In this study, we look at a city as a complex system, i.e. as system of systems with each system having it's own subsystems (Johnson 2012). Mobility, as a city subsystem, affects people's lives in multiple and varied ways. At the same time, it affects and is affected by other subsystems. To understand this complex system the Future of Cities and Communities research team at University of Turku are making a seven-part, multi-method study of Mobility in Turku, Finland, throughout 2017. The overall aim is to gain insight into the key variables affecting mobility in 2040. Initial findings from this study are presented.

There are many intertwining strands of research that are connected with complex urban systems and their subsystems. Some are more method-driven, some more purpose-driven, some more thematically focused and complex than others. New methods, tools and simulation models are needed to better understand the interdependencies between the subsystems and the behavior of the system as a whole as well as the possibilities for smarter, resource-efficient and human-centric mobility solutions. (Portugali 2012, 47–59.)

Along with broad social, political and technological changes, scholars within social sciences have started to pay attention to the way societies are characterized by mobility, connections and networks rather than by notions of societies as static wholes. The so-called mobilities turn or new mobilities paradigm has broadened the social definition of mobility beyond the movement of persons, goods, or knowledge from A to B. The mobilities turn highlights social, cultural, environmental, economic, political and technical dimensions of the mobile society (see Adey et al. 2014; Cresswell 2006; Urry 2000, 2007, 2014).

The substudies of People and Mobility starts with a theoretical review of mobility to produce a working definition and understanding of the nuances in of various existing definitions. In the second substudy, mobility data sources in Turku will be mapped with attention to who collects data, how they collect it, and identifying main data sources. In the third, the present and future state of the mobility sector in Turku will be ascertained through a series of thematic interviews. In the fourth, local newspaper stories are analyzed quantitatively and qualitatively to describe mobility challenges as presented in local media. In the fifth, a participatory action research is made with a city-appointed vision group comprised of business and civic leaders to discover how mobility is a factor for city regeneration in vision making processes. In the sixth, an app-enabled mobility research method is used to learn about mobility from the perspective of individuals and the futures signals they produce. In the seventh, a Delphi questionnaire is developed based on the previous substudies to gather expert and citizen consumer opinions about the probability and desirability of possible future key variables for mobility in cities.

## 998 | AN INFRASTRUCTURE-BASED PLANNING AS A MODEL FOR ADDRESSING COMPLEXITY AND UNCERTAINTY

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**ABSTRACT:** The conception of the Territory, or in other case of the city or the urban as a part of the previous one, as a complex evolutionary system, full of diversity and uncertainty due to its continuous transformation, it is clear that it has important implications for Planning. Thus, if Planning is considered as a way of thinking and action oriented towards the future based on decisions of a spatial nature taken in the present on a complex and constantly changing system, the main consequence is the impossibility of formulating an all-encompassing and finalist planning, since it is not possible to intervene on all the elements of the system, which are also in continuous evolution and transformation. Thus, in a spatial context of strong uncertainty, due to the non-linear combination of different coevolutionary changes, it is not feasible to formulate a finalist image of the territory, or city, for a future time horizon. Therefore, Planning has to change its traditional budgets and accept that in a complex, diverse, evolutionary and uncertain environment its role will be very different. Thus, Planning must accept that its fundamental objective will be the formulation of alternative solutions for each spatial problem posed, evaluating different evolutionary trajectories of the territory, in order to facilitate and improve collective decision making.

Thereby, given the impossibility of acting on all the elements of the complex, diverse and uncertain system that is the territory, Planning as a mode of action for collective spatial decision-making has to select on which variables to act or intervene. In this sense, and in order to maintain a certain global vision, Planning has to act on its Spatial Structure, that is to say on the smaller number of elements that allows to obtain the greater knowledge and understanding about the performance and morphology of the territory. Therefore, Planning will intervene in the territory, and in urban space, by transforming the elements of its Spatial Structure, which at the same time and in a coevolutionary way is conditioning and transforming the rest of the elements of the system.

Within the Spatial Structure, a priority object of Planning, Infrastructures are key elements, since they are the framework or skeleton that articulates the Urban System, supporting the relations between the urban and land-use elements. In addition, Infrastructures through their spatial effects condition the location and evolution of Urban Systems components. Therefore, a new model of Planning based on intervention on infrastructures, as the key elements of the Spatial Structure of the Territory, is proposed. The action on the Infrastructures of the Spatial Structure implies a selective model of Planning, in order to transfer series of collective values and interests by acting on key elements of great transcendence and influence on the global set, at the same time as it allows a certain margin of freedom and self-organization for the rest of individual space decisions. Therefore, an infrastructure-based Planning model arises, resulting from the action on the key infrastructure of the Spatial Structure through a process of collective decision-making. Thus, different Territorial Scenarios are formulated from the spatial effects of infrastructures on land uses and the Urban System in a flexible framework, in order to evaluate the impact on collective values of different solutions in a dynamic context.



## 1118 | THE SELF-ORGANISING BUILT ENVIRONMENT: A BIOLOGICAL SCRUTINY OF CONCEPTS AND APPLICATIONS

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**ABSTRACT:** Nature has inspired generations of urban designers and planners in pursuit of harmonious and functional built environments. In particular, the concept of self-organisation has inspired the use of bottom-up approaches to generating urban order, instead of top-down design. The complexity sciences, broadly understood, have pioneered a variety of approaches drawing inspiration from self-organisation in nature. However, self-organisation is not always interpreted in a robust and consistent manner across the built environment disciplines. Moreover, it is not always clear to what extent self-organisation-inspired approaches are directly drawing from nature and in particular biology. This raises questions as to whether self-organising urbanism is merely a slick label used by planners to describe any kind of planning involving human agents? Or, is there more to be learned from the various kinds of biological self-organisation where the organism may be the agent doing the organising, or else the ordered, emergent product of self-organising agency? Top down processes are also important in cities. Moreover, self-organising solutions for the design/planning of large scale, long term entities such as cities typically differ from, say, self-organisation in product design or even architecture, likely involving self-organisation plus adaptation and evolution over many iterations via diverse actors, invoking not just biological but ecological mechanisms.

This paper reports on recent research inquiring into biological interpretations of urban theories focusing on self-organisation. In this paper we present definitions of self-organisation interpreted in both the biological and non-biological contexts, and then present the findings of a systematic literature scrutiny of urban design and planning literature, via selected journals, as regards their treatment of self-organisation. We report on the different kinds of self-organising mechanism encountered, with attention to what are the agents of self-organisation, and the kind of emergent order arising. In doing so we assess the clarity and validity of analogues with biological self-organisation.

This research points to possible effective ways for urban planning and design to learn directly from biological self-organisation, and provides a platform for future research into biological analogues with urbanism more generally.



## SLOT T19.S01 | ROOM V1.07 | KALLIOPI SAPOUNTZAKI | HAROKOPIO UNIVERSITY

### 76 | FLOODING, RISK MANAGEMENT AND RESILIENCE: A CASE STUDY OF THE DON VALLEY IN

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**ABSTRACT:** The nascent paradigm of flood risk management builds on the recognition that flood risk is best alleviated through a combination of structural and non-structural measures. While policy attention has noticeably shifted towards flood retention rather than accelerating flood run-off through levees and embankments, structural measures of flood control still figure prominently within the current policy framework due to their effectiveness in protecting existing properties against large floods and in providing opportunities for land development on riverside properties.

Engineering solutions of flood protection are commonly designed for defined flood recurrence levels (e.g. 100-year flood events); however, they do not guarantee complete protection. In extreme events flood protection works may overflow or breach, often resulting in heavy human and economic losses, especially in areas considered 'flood-safe'. The accumulation of risk elements in these 'protected areas' and the so-called 'levee-effect' - i.e. the notion that flood protection measures may actually lead to an increase in damage potential due to a false perception of flood-safety - has been illustrated in a number of empirical studies (cf. Collenteur et al., 2014). In light of climate change and the likely increase in future flooding there is ever greater need to develop adaptation strategies which mitigate the further growth of damage potential in floodplains. Against this problem setting we present and discuss a set of spatial planning options to adapt to the dynamic changes in flood risk in Austria. These options cover varying degrees of intervention, ranging from more detailed hazard information in local zoning plans to statutory provisions which regulate building requirements in 'protected areas'. Originally developed in a workshop setting by different stakeholder groups in three Austrian flood-prone municipalities, the options were presented in online survey to Austrian practitioners and scientific experts from the field of spatial planning and water management (N=55). The survey participants were asked to comment and evaluate (on a four-part scale) their level of agreement with statements concerning the (i) the effectiveness of the measure to mitigate the increase in damage potential in 'protected areas' and (ii) the likelihood that the measure will be implemented in planning practice.

The experts' feedback (response rate: 78%) revealed a strong approval of the proposed spatial adaptation options, whereas the effectiveness of the measures was generally considered higher than their likelihood of implementation. Survey results moreover show significant differences in the assessment according to the field of expertise, as spatial planners were generally more pessimistic than water managers concerning both criteria. In particular the planners' critical stance on the likelihood of implementation indicates that tighter planning and building regulations in 'protected areas' do not seem feasible at this point, i.a. due to their restrictions on land development options in floodplains.

**REFERENCE:** Collenteur, R.A., Moel, H. de, Jongman, B., Baldassarre, G.D., 2014. The failed-levee effect: Do societies learn from flood disasters? *Nat. Hazards* 76, 373–388. doi:10.1007/s11069-014-1496-6.

### 106 | FLOODING, RISK MANAGEMENT AND RESILIENCE: A CASE STUDY OF THE DON VALLEY IN SOUTH YORKSHIRE, UK

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**ABSTRACT:** The recent history of flood risk management in the Don Valley in South Yorkshire (UK) provides a test of the extent to which flood risk management has adopted a new style of intervention in the light of a broader shift from the 'city resistant' to the 'city resilient'. The themes of the city resilient are apparent in many local and wide policy themes- for example, local experimentation, the adoption of multi-agency and multi-dimensional policies that involve both engineering (making space for water; stream clearance, investment in walls) and institutional development (co-ordination and the promotion of community self-help). There are significant policy omissions, however a lack of building regulation, a lack of effective means to encourage the take-up of property-level measures, as well as by variations in practices and inequalities of treatment in different local authority districts. The Don Valley is an industrial area and the protection of local businesses has proved the overriding consideration. Protection in turn means a continuation of the principles of the 'city resistant', using a wider range of engineering techniques and sources of finance. The paper comprises a review of the main theories of environmental risk management and a detailed review of the problem and policy response.

## 162 | ADAPTIVE FLOODING MANAGEMENT IN COASTAL SYSTEMS: HOW TO INTEGRATE RISK MANAGEMENT IN ADAPTIVE PLANNING PROCESSES

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**ABSTRACT:** Losses and damages in vulnerable territories, like coastal areas, are increasing for the frequency and severity of natural disasters often linked to extreme weather events. The problem of flooding in these territories is strengthened by the global sea level rise due to climate change. To respond to the risk, it is necessary that these territories continue to modify their behavior and consider the need to adapt to future climate conditions.

Working on a scenario of climate change means to think in strategies working on the direction of social, economic, and environmental dynamics in evolution, according to a new and mature sense of development (Folke et al., 2003). To allow realities to adapt, it is necessary to build a more dynamic system able to deal with new and challenging situations (Adger et al., 2005). Currently, the main problem related to the management of natural hazards is that the response to the more frequent disasters is still mostly reactive rather than proactive. Coastal systems, particularly affected by the problem of sea level rise, need new planning approaches, able to build resilient and less vulnerable territories and communities. In this sense, the purpose of this work is to generate a new adaptive planning process able to work, at the same time, as a risk management instrument. Adaptive flooding management approach, through multi-stakeholder engagement and dialogue, is capable to reduce and manage current and emerging risks of flooding and will increase the ability to respond to the threats of long-term climate change increasing resilience (Tompkins et al., 2004). The generation of such kind of adaptive risk management process will be constructed investigating the social memory in local societies and in decision makers. Social memory can be articulated according to four characteristics. They were constructed considering literature on social-ecological systems in relation to the role of social memory in learning processes. Within decision making processes, learning takes place through several incremental iterations in subsequent cycles. The identified characteristics of each iteration are i) knowledge, ii) awareness, iii) communication and iv) collaboration. This investigation will help, on the one hand, to understand the level of flooding risk perception in local society and, on the other hand, to understand the level of awareness that decision makers have concerning the risk of flooding. The instrument that should be used is the questionnaire, a quantitative tool, which has the advantage of being able to be administered to a large sample and, therefore, to obtain a huge number of data.

Although the development of new adaptive planning processes as a mean to manage flooding risk is a complex process, this work aims to generate it. It also highlights the necessity to integrate social aspects with technical once as a response to the increase of frequency and severity of natural disasters, like as flooding, strengthened by the global sea level rise due to climate change.

**KEYWORDS:** resilience, strategic planning, climate change adaptation, social memory, flooding risk perception

## 266 | FLUVIAL FLOOD RISK MITIGATION: FROM ENGINEERING TO ECOSYSTEM-BASED MEASURES. THE BENEVENTO CASE STUDY.

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**ABSTRACT:** The statistics on disasters highlight that the increase in the total number of natural disasters in the last decades (1980-2015) is mainly due to climate-related events. In Europe fluvial floods are one of the most important hazard factor, in terms both of frequency and of economic losses. The annual cost of damage due to the fluvial floods over the time span 2002-2013 amounted to €72bn and, in the lack of effective policies, it is expected to further increase by the 2080.

The increase in climate-related events and the awareness that climate change significantly affects local risk features have raised the need to mainstream both disaster risk reduction and adaptation to climate change into all public and private investments and, especially, in urban planning processes, framing both issues into the wider framework of sustainable development. Despite such growing awareness, both disaster risk and climate change have been so far largely addressed through sector-oriented approaches and tools, mainly relying on engineering measures, often ineffective in counterbalancing climate-related events and even more in increasing the overall resilience of urban settlements in the face of the multiple environmental challenges threatening their development (land take and sealing, habitat fragmentation, loss of biodiversity, risks etc.).

Based on these premises, this contribution will discuss the importance of shifting from the still prevailing engineering approach towards an ecosystem-based perspective, favoring the adoption of non structural measures to enhance cities' capacities to cope with the more and more frequent and severe floods. The proposed approach, following the hints of the European Flood Directive (2007) and of the Sendai Framework for Disaster Risk Reduction 2015-2030 (2015), aims to go beyond the traditional engineering responses to flood management, focusing on the protection, restoration and improvement of ecosystem's services as a key strategy to deal with flooding events, while increasing the overall resilience of natural, rural and urban ecosystems.

The potential of non-structural measures (including land use and spatial planning, green infrastructures, etc.) will be discussed with reference to the Benevento case study. The city, placed in the Campania Region in Italy, was hit by a flood event between the 15 and 20 October 2015. The event caused numerous damages to buildings, infrastructures, local businesses, crops and inhabitants. More than one year after, local economy still struggles to heal, in spite of the substantial economic resources allocated during the emergency and the recovery phases, that have been mainly focused on engineering measures,

In detail, the contribution compares costs and benefits of the measures so far adopted with the potential benefits and co-benefits of land use and ecosystem-based strategies (comprising for example the creation of fluvial parks, the enhancement of ecological corridors, the increase of urban permeability, the moving of existing industrial plant), emphasizing the need for re-shaping the complex, fragmented and sometimes conflicting system of sectoral and land use planning tools, in charge of urban development and flood management in the area at stake.

## 743 | CLIMATE ADAPTATION AND FLOOD RISK IN CITIES: POLICY FRAMING AND THE COLLABORATIVE PLANNING IN A MULTI-LEVEL SETTINGS

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**ABSTRACT:** Flood risk, greatly increased by climate change, is remarkably affecting global cities. It poses a considerable threat to the safety and social-economic development by causing considerable losses. Against this background, spatial planning is increasingly recognised as an essential tool and process to mitigate flood risk and raise the cities' ability to face climate change. However, this calls for new and

challenging interactions between numerous institutions representing different levels of government and sectors in the plan making process.

Focusing on the notion of policy framing, the study aims to illustrate and analyse how the framing of flood risk and climate change in spatial planning might hinder or facilitate collaboration in cities, both in relation to the local level and to the cross-level interdependencies and coordination. It does so by examining the formulation and promotion of the Chinese Sponge City Programme (SCP), a flagship national policy designed to reduce the exposure of pluvial flooding, one reflection of flood risk in cities while promoting urban renewal and more sustainable urbanisation. The application of SCP in the Pearl River Delta (PRD) region and Guangzhou city are used as a case study in the paper.

Based on a conceptual framework, emphasising framing in terms of policy issues, actors' identities and relationships and policy process, this paper address three questions. What categories are flood risk and climate change framed into in the emerging spatial planning activities? How are the identities and the relationships of the policy actors involved framed? How are the process and principles of planning for mitigating pluvial flood risk in the urban space interpreted and framed by the different actors? This is achieved by examining the policy interventions related to climate change, pluvial flooding and SCP at multiple levels, from national, to regional and local, from 1999 to present, using both document analysis and interviews.

The paper finds that in SCP pluvial flood risk is currently framed as part of environmental issues and attributed to excessively hardened ground due to rapid urbanisation. The limited acknowledgement of the local impacts of climate change might weaken the involvement of climatic experts, whose contribution could help to deepen the overall understanding of the vulnerability of cities and set the basis for effective plan making. Furthermore, although SPC emphasises the importance of collaboration, it does not specify the roles of relevant actors on the ground, which hinders collaboration in the process of plan making. Last not in the least, zoning has been proposed as the planning tool for SCP, which is supposed to put forward regulatory measures for dealing with pluvial flooding. Given the rapidly changing urban development patterns in China as well as the uncertainties related to the future impacts of climate change on rain patterns, such strict regulation might hinder the much needed flexibility of future plan making process and development of shared understandings of the challenges and planning tools to address them. While adding to the literature by offering insights into the role of planning in dealing with flood risk through the prism of policy framing in a multi-level setting, the findings also have important implications for collaborative planning for urban climate adaptation in China, but also beyond.

## 965 | TOWARD OPERATIONALISING RESILIENCE FOR COASTAL REGENERATION

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**ABSTRACT:** Coastal systems are highly productive and diverse, and support a range of socio-economic needs and desires including tourism, recreation, fisheries, industry and power generation. These activities are situated within an area continuously subject to change including shifting environmental parameters (e.g. increased storm intensity and erosion), social change (e.g. transient populations and ageing demographic), economic instability (e.g. economic recession and reliance on tourism/fishing), and evolving governance structures and priorities (e.g. local government reform and rise of 'Blue Growth'). Such challenges have clear implications for the planning, management and regeneration of coastal communities and there is an increasingly recognized need to plan for risk and uncertainty. In this context, the concept of resilience has increasingly infiltrated contemporary social and economic priorities including planning and regeneration policies. Yet, such policies, and practices, have struggled to reconcile the applicability of resilience with place specific processes and challenges, and there is an identified knowledge gap pertaining to the complex interactions and linkages inherent in coastal social-ecological systems. It follows that the meaning of resilience must be more clearly articulated and translated into operational tools.

This paper seeks to enhance understandings of coastal community resilience and advance a more strategic approach to coastal planning and regeneration. In doing so it draws upon qualitative case study research (in depth semi-structured interviews, policy analysis and field observation) undertaken across the island of Ireland where a call for more coastal-specific interventions and policy development can be identified at the sub-national level. The Octagon Values Model (McElduff et al. 2016): a heuristic tool for envisaging, understanding and informing regeneration approaches and resilience at the local level; is used to frame the discussion. The findings highlight the prevalence of contrasting values, perceptions and priorities at the coast and a need for greater understandings and appreciation of the unique qualities and

characteristics of coastal places. The concluding section proposes key recommendations for how a more collaborative and proactive vision and approach toward securing resilient outcomes for coastal communities may be achieved.

## SLOT T21.S01 | ROOM C9 | PETER ACHE | RADBOUD UNIVERSITY NIJMEGEN

### 132 | DISSECTING THE URBAN BINOCULARS. 'LOOKING AT' URBAN FUTURES.

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**ABSTRACT:** Our contemporary age is commonly argued and expected to be 'urban'. Starting from that diagnosis, urban planners together with a diverse range of stakeholders now increasingly engage in anticipations of our urban futures: how will our cities and the urban-society-to-come look like? While such efforts to look into the urban future are necessary and valuable, this paper argues that an additional reflexive dimension of looking at the urban future is needed: what kind of urban futures do we construct and circulate, how and why do we construct and circulate these, and what kind of performative effects do these futures have on urban planning action? Imaginations, predictions, and anticipations of what the urban future might be do not simply remain ideational or imaginary, since they are or become embedded within the materiality and practices of the city and urban planning. Informed by this position, the paper brings forward a theoretical-conceptual approach to analyze urban futures from such a perspective. This framework has the sociology of expectations at its core. Though originally developed within the field of Science and Technology Studies, this perspective is argued to enable the researcher to study how urban futures are actively constructed in the present, and how these urban futures can become performative for action in the present. It does so by critically examining the discourses and forms of action through which the future is constructed and performed. Such a deconstruction of actively constructed urban futures can provide insights into the nature, structure, dynamics, and performative force of urban futures, and may thus act as a critical and reflexive guiding layer for any attempt to create future scenarios for our cities. In conclusion, the paper reflects on some of the challenges and further refinements of the approach, while it also considers its potential to open up the future thinking for our cities and regions and to help in imagining and realizing 'futures that would otherwise not be'.

**KEYWORDS:** urban planning – urban futures – urban age - sociology of expectations – performativity

### 561 | EDUCATING DESIRE: TOWARDS THE CULTURAL RECONSTRUCTION OF A UTOPIAN PLANNING IMAGINARY

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**ABSTRACT:** An orientation to the future is a constitutive part of urban planning, introducing an inescapable dimension of normativity that has manifested in a long association with utopian thought (e.g. Friedmann, 2000; Harvey, 2000). Over recent decades, however, the dominance of social scientific approaches has arguably led the mainstream of planning to turn away from the future, the normative and the utopian: positivism and empiricism are geared towards understanding what tangibly exists and there can be no observable facts about the future (Isserman, 1985). As a result, prospective thinking has often been neglected and planning's imaginative dimensions have perhaps been particularly undervalued (Sandercock, 2004). The recent resurgence of interest in urban futures, however, raises important questions about the forms of knowledge required to imagine and realise the future we want in the cities we need (UN Habitat, 2014).

In this paper we argue that one potential response to these questions involves engaging planning with traditions of social analysis which view the construction and critique of utopias as a potentially powerful means of educating desire, open[ing] a way to aspiration, to teach desire to desire, to desire better, to desire more, and above all to desire in a different way (Thompson, 1977, 796 citing Miguel Abensour; Levitas, 2013). To illustrate our argument we draw on a content analysis of 57 culturally significant fictional representations of future urban worlds produced in the West over the last 150 years (Bina et al, 2015);



seeking to deepen planning's engagement with literature, film and art as a means of exploring how urban futures might be anticipated and imagined differently (cf. Braun, 2015).

Our analysis bears out repeated concerns that contemporary 'images of the future' are marked by a profound pessimism about the direction of change and societal capacity to shape it (Polak, 1973). Indeed, what Urry (2016) identifies as a 'new catastrophism' seems to haunt imaginaries of our urban futures, with cities frequently depicted as sites of repressive governmental, corporate and technological power, within which human and natural aspirations are frustrated. In this paper, however, we seek to challenge too literal a reading of such dystopian texts as symbols of despair. Instead we argue it is possible to identify traces of hope within all such examples of social dreaming, whether utopian, dystopian or anti-utopian (cf. Sargent, 2006; Bloch, 1996). Through a twin focus on the warning signals and redemptive possibilities evident in this corpus, we therefore aim to highlight qualities that point towards alternative possible urban futures: mining fiction as a potential source of education for planners' desire we will consider what such cultural representations have to say about the forms of agency, urban environments and human qualities that planning efforts might seek to cultivate.

Overall, we argue that re-engaging with fiction, cultural criticism and utopian modes of speculative thought can stimulate creative exploration of the horizons towards which planning activity could and should be navigating. If the cities of the future are to be created in the face of the new catastrophism, we argue such fictional accounts offer a means of stimulating the planning imagination as a principle of hope in and against pessimistic times.

## 616 | CHALLENGES TO A UTOPIAN URBAN FUTURE

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**ABSTRACT:** According to Lefebvre (1968, 1974, 2009), heralded by Mannheim (1993) and Bloch (1986), to go forward, we need a utopia founded on the concreteness of the real. But, often, proposals idealized on fashionable iconic words glue to the Utopian thought with harmful consequences. With an alluring appeal to social desires and to the politically correct, these words lead to misappropriations of struggle flags for a better and even society, as for instance the current banalisation of the Right to the City.

On one hand, this helps give a transforming character to reformist propositions; on the other hand, it undresses and takes off the conflict and the social struggle character of transformation proposals.

Any reflection on possible concrete urban or social utopia needs to strip them of the civilizing role of contemporary capitalism and its modern myths, which may be assembled within the non-excluding and intertwined myths of progress, technique, and duration.

Lefebvre's Right to the City (1974) opens a path enabling an update of utopia, revealing the role of the production of urban space, unravelling the movement of thought that goes from the production of an abstract space to the constitution of its denial, the differential space.

Hence, from a critical perspective, the Right to the City would be a possibility to think of a Utopian project of urban society?

If the transformation horizon of society is narrowing, does the utopian horizon must also close? Or rather it is imperative to make use of them to help solve urgent problems concerning daily life? To go further thinking on pathways that may orient change the world and realize the human would not be the case of drawing a pathway to take the thought and the action beyond the goodwill policies?

Thus, we must question to what extent:

This discourse would promote the naturalization of property, justifying the social dispossession (private appropriation through the city of the social labour that produces the city under capitalism)? This discourse would legitimize the bourgeois order, where the private property of the socially produced wealth erases its own foundation of its existence (ousting man from its oeuvre and strengthening the mechanism of social domination)? The democratic administration of the city paradigm with public policies favouring social participation aiming an egalitarian, just and sustainable city serves to legitimize the liberal democratic system, eluding the transformation of society? Is it possible to think a way out to the future of the city doing without urbanism?

Finally, to endeavour thinking urban futures utopia we must have in mind that Lefebvre's Right to the City (1974) is founded on the possible/impossible project to produce another human space as a collective oeuvre, as support of a daily life open to multiple possibilities. So, it is neither a public policy, nor it realizes within or through the State. Social transformation supposes the creation of other space. Rather, the Right to City has to do with creating possible differential spaces to develop the desire and the human.

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## 1090 | WHY COMMUNICATION IS THE FUTURE OF SPATIAL PLANNING?

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**ABSTRACT:** The city, understood as the necessary outcome of evolution of needs of society as most probably the best, and perhaps the only spatial form of a system of instruments meeting most of these needs (Zipser 1983) confronted with progressive complexity of processes that determine its development (including spatial development), may devalue.

One can argue, therefore, that human needs are the main reason behind any development of space in general, and urban space in particular. Thus, while conducting any urban actions, proper communication between stakeholders (residents, authorities, professionals, investors etc.) is necessary for actual recognition of these needs. The major platform of the exchange of information might be public involvement, which potentially may have real impact on optimisation of urban transformation processes, which is a significant matter in current and future times.

Inhabited space, in order to keep its fundamental attributes, described by the abovementioned definition, must adapt to the increasing complexity of issues such as availability of resources, climate change and hard to define socio – political structures. It must also remain sensitive to new trends and effectively adapt new technologies. One of the fundamental challenges that democratic spatial planning must meet now is ensuring the cooperation with the society in development process (Hall 2014). The involvement of citizens in decision-making processes relating to such multipart issues as the quality of the environment, housing, urban planning and economic development, often comes with the lack of trust towards public administration, arouses negative emotions between the parties and is a test of strength outside of a rational argumentation (Forester, 1999). That is why communication – effectiveness of verbalization of needs that the city has to meet, to recognize, and respond to – influences substantially the efficiency of urban systems.

Communication itself – the process of symbolic exchange – determines the development of the human personality, conditions of collective existence, culture, science, and economy and stands as the foundation of social life (Goban-Klas, Sienkiewicz, 1999). It can also be seen as an important part of spatial planning processes.

The paper aim is to point out the importance of communication in spatial development on many layers. It refers to communication act models and points out the importance of communication as an overriding element in planning processes taking into account recent tendencies, threats and opportunities.

The paper presents argumentation why communication is crucial ordered around actors, needs, and conflicts as conditions for planning challenges.

## 1256 | URBAN TOMORROWS REVISITED

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**ABSTRACT:** Based on a doctoral research on URBAN TOMORROWS 2030 this paper will discuss prospects for future cities — today's visions and counter-visions, dreams, expectations, fears and

disbeliefs, as well as potentials for urban design and gestalt of conurbations. It conceptualizes on potential urban futures through discussing visions and counter-visions along four lines of thought (environmental, economic, societal, and technological) and discusses their influence on discourses, agendas, urban design proposals... hence the urban ecologies imagined for tomorrows and their (potential) laboring over time.

Urban Tomorrows agrees that visions are of paramount significance as references, goals and communication tools in a rapidly changing urban world; and therein, that we need an urban design and planning practice that is less fearful of a presupposed chaos of questioning codes, regulations and hierarchies, and more daring in regards to socializing the joy of envisioning the future and discussing its potentials. Yet, the paper also critically reflects on contemporary visions, opportunities, problems, agendas and actors propagating those and asserts the postulate that even with thorough analysis and articulate projection tools the future will remain uncertain.

Therefore, the paper discusses the need for a new kind of urban professionals that are able to reconcile long term forecast and ad-hoc flexible intervention; as well as incorporate historically walled disciplines into holistic approaches to tackle urban complexities and orient the city of the future. It hence argues that urban tomorrows need to embrace their plurality and that of their makers. Mundane struggles, contestations and the grafting of the urban — not only visions, theories, philosophies and agendas — is what in the end determines the design and gestalt of our cities. Advocating for an open and democratic production (not only consumption) of future cities, it calls for a new urban science that incorporates both research and design, that is anticipatory rather than reactive, and one that employs imagination as tool in maneuvering through forthcoming local and global needs and crises of cities and life within them.

11 JULY | 16:45PM

**SLOT T01.S02 | ROOM V0.03 | THORSTEN WIECHMANN |  
FACULTY OF SPATIAL PLANNING, TU DORTMUND**

**575 | REFLECTING ON THEORIES OF STRATEGIC PLANNING –  
WHERE DO WE GO FROM HERE?**

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**ABSTRACT:** Strategic (spatial) planning has become a recognized area of planning research. Up to now, the boundaries of this area are mainly identified through referring to leading planning scholars, seminal papers (e. g., Albrechts 2004) and book publications (e. g., Healey 2007). Identifying strategic planning through theoretical debate and proposing core elements of strategic planning theory is, given where we are now, more challenging and riskier.

In our contribution, we do not argue to draw a thick line between what strategic planning is and what it is not. It is much more likely that strategic planning remains a research area that is characterized by multiple theoretical foundations and research paradigms. However, we do argue that strategic planning may benefit from reflecting on core challenges and ways to face these challenges in the context of increasingly uncertain, complex, and ambiguous demands on planning research (Hutter & Otto 2017). Our contribution highlights two selected challenges:

- Cross-fertilization between theories that focus on diverse social levels of strategic planning (from teams, organizations, and networks to institutions and market relations, Scott 2014),
- True process analysis of planning episodes in which actors experience interruptions, surprises, and collective efforts of sensemaking (Weick 1995).

We suggest that such research efforts will provide important new insights into well-known topics, for instance, strategic planning for demographic change in cities and regions (e. g., Wiechmann 2008) and strategic planning for dealing with shocks, crises, and even disasters (e.g., Coaffee & Lee 2016).

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**682 | REFLECTING ON CURRENT DEBATES – FUTURE  
DIRECTIONS IN PLANNING THEORY**

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**ABSTRACT:** Since its beginnings in the 1950s and 1960s spatial planning has developed into an academic discipline well recognized in research, teaching and practice. Reflecting on spatial planning led to the emergence of planning theories that are essential for planning research but also for planning practice. Because, there is no planning practice without a theory about how it ought to be practiced, as the famous John Friedmann (2003: 8) put it. These theories might be present in consciousness or assimilated in intuition (Fainstein/Campbell 2012: 3). They may become visible in academic debates or hidden in the daily routines of planning practitioners.

However, over the past fifty years an unmanageable variety of theoretical approaches occurred, often referring to divergent paradigms. A prevailing disciplinary paradigm has not emerged. On this background, any attempt to bring forward a comprehensive and unified theory of planning is doomed to failure. Nonetheless, the debated variety of planning theories has a crucial function: to promote the mutual understanding of the planning profession among those involved. Like in any other academic discipline, there is a need for a critical self-reflection of the planning discipline based on theories.

In 2013, the German Academy for Spatial Research and Planning (ARL) has initiated a task force to summarize the international state-of-the-art in planning theory from the perspective of German speaking countries as well as to identify deficits and open questions in current debates. This session will present and discuss selected outcomes of this work. A special focus will be on future perspectives of certain contemporary theories in the planning field.

Presenters in this session include Gérard Hutter, Christian Lamker, Frank Othengrafen, Mario Reimer, and Thorsten Wiechmann.

## 880 | DIVING BEYOND THE SURFACE – POSTSTRUCTURALIST OFFERS TO UNDERSTAND UNCERTAINTIES IN PLANNING PROCESSES

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**ABSTRACT:** There is an increasing momentum in planning theories to look beyond the surface of planning processes to individual motivations, human practices of planning and deeper forces in planning realities (e. g. Balducci et al. 2011; Purcell 2013; van Assche et al. 2014). Poststructuralist accounts aim to point to the unseen, to question the unknown and to highlight expectations of the unexpected. Theories conceptualize planning in a way that is inherently uncertain and hence nearly doomed to fail. They outline the impossibilities to plan in an uncertain world in which planners sometimes only unite around shared words (e. g. Gunder/Hillier 2009). Rationality and reality are fundamentally complex concepts, parts of ongoing struggles and always coupled to power and manipulation. On the flipside, these theories offer critical potential to add another layer of understanding uncertainties and to uncover ways of dealing with them. Broader notions of strategic planning can cover new connections between short-term actions and long-term trajectories beyond plans or formalized procedures (Hillier 2010) and can be a walk into a 'new land' of planning beyond designated planning agencies (Purcell 2013).

In my contribution to this pre-organised session, I will address the following questions: Which post-structural offers to understand uncertainty are available? What do these accounts add to our conceptualization of planning processes? How can theory use these insights to supplement self-reflection in complex planning processes?

Post-structuralist theories defy unambiguous normative implications for planning practices. However, planning has a lot to learn by integrating their critical self-reflective potential. Planning evolves to become a continuous change of perspectives rather than linear or circular processes. Key to build ground for self-reflecting research and practice are words and knowledge to open up ways to understand how words make truth and how language creates realities. This offers groundwork for thinking planning as continuous activity beyond plans and illusions of finding best solutions to uncertain situations. Our contemporary 'post-world' (e. g. post-factual, post-political, post-certain) needs these deeper insights to go not only below, but beyond the visible surface to understand and eventually to support any planning endeavour in practice.

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## 883 | PLANNING, CULTURE, PLANNING CULTURE: BLESSING OR CURSE FOR PLANNING THEORY?

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**ABSTRACT:** Theoretical reflections on spatial planning practices disregarded its cultural embeddedness for a long time. Although planning theorists debated cultural aspects of spatial planning activities already in the 1960s (Friedman 1967), a cultural paradigm or even turn in planning sciences did not emerge. Only since the 1990s, a rich debate on the relationship between planning and culture developed (again) (Keller et al. 1993, Sanyal 2005, Knieling & Othengrafen 2009, Levin-Keitel & Othengrafen 2016, Reimer 2016). Most of these authors use planning culture as a conceptual approach to place specific developments, planning routines and principles in direct correlation with each other, offering a new and culturally influenced perspective on the analysis of planning practices. In this understanding, a cultural perspective on planning practices seems to be a promising way to frame and conceptualize spatial planning as a social and cultural activity. Its main benefit is to overcome overly structural perspectives that are insensitive for the divergence of spatial and temporal contexts planning practices are situated in. As Booth (2011) puts it, planning is a cultural construct and therefore theoretical engagement with spatial planning needs to consider the cultural specificities of planning activities carefully.

While some authors recently speak enthusiastically of a cultural turn in planning sciences (Peer & Sondermann 2016), others are not convinced that planning cultural debates are helpful to further develop and enrich planning theory (Fürst 2016). The main reasons for this might be found in the omnipresence of culture, the static focus of planning culture research, and methodological issues preventing the application of the various models for practical research (Levin-Keitel & Othengrafen 2016). Additionally, it is not clear where to put planning cultural debate in the wide field of existing theoretical approaches in planning sciences. The term is used to describe the perceptions, values, traditions, habits and unconscious patterns that influence planners and their decision-making. While the concept of culture seems to be adequate to address these issues in general, the semantic combination of planning and culture leads to a highly complex term that cannot be handled and controlled in empirical studies. If so, the question remains how planning culture can become a solid theoretical approach in planning sciences.

Therefore, we critically reflect on the potential benefits and risks using planning culture as a theoretical framework explaining spatial planning activities. We summarize the evolution of planning cultural debates, focusing on its main arguments across time (starting in the 1960s). We then briefly elaborate on related debates and delimit planning cultural approaches from other existing theoretical perspectives used to explain spatial planning. We then describe some main categories helping to address planning culture as a new paradigm or theory in planning sciences. We conclude by arguing in how far planning culture represents a solid theoretical approach within planning sciences and sketch out some methodological implications for future debate.



## SLOT T01.S10 | ROOM V0.04 | TORE ØIVIN SAGER | NORWEGIAN UNIVERSITY OF SCIENCE AND TECHNOLOGY

### 215 | EMERGING MARKETIZATION OF PUBLIC DISCOURSE AND THE CHALLENGES FOR URBAN PLANNERS — A FEW LESSONS FROM ISRAEL

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**ABSTRACT:** New options for transforming real property into financial instruments are now created in many cities, thus reshaping the boundaries between public and private interests, and between agreement and conflict as well as developers and residents. In Israel, such projects are now at the forefront of public debate. For the first time, all planning agencies were placed under the Ministry of Finance, and the government regularly publishes planning schemes incenting 'productive' real estate activity. The incentives are for a wide variety of civil agents as well as small, medium, and large asset holdings and projects. With the ongoing real estate boom, housing crises, and stagnant labourcosts, the projects are presented as 'win-win' solutions to generate private and public income. However, these projects are not realized evenly but rather in a way that reflects—and deepens—existing social and spatial gaps amongst central asset holders and everyone else. The lively public discourse thus created involves politicians and activists, entrepreneurs, and small-scale investors or homeowners. It emerges every day in planning hearings and debates as well as across the media, and the dominant themes are property rights, profits, prices, taxes, and market regulations.

This neoliberal terminology seems to be accepted by all actors, as they push aside substantial planning concerns for use values, residents' attachment to the place, democracy and participation. At the same time, actors frequently refer to distributive justice, and discuss equity, dignity, or seclusion, as well as the role of planners in government institutions. They also promote planning democratization, simply through their lively daily discourse, and also by repeatedly questioning accepted redistribution norms and uncovering neoliberal solutions. Moreover, they challenge planners to react, defend, and further explain, and sometimes even to alter their working traditions.

In studying this arena, I thus hypothesize that Israeli planners are now facing a 'boomerang effect' caused by their own entrepreneurial plans that has resulted in a strong dispute, forcing them to relate to new—and more—economic interests civil agents and redistributive claims. I study the components of this circle in several main incenting plans, in the dynamics within the related public discourse, and in planners' reactions and statements. Tracing and comparing some dominant and alternative themes, agreements, and conflicts, I then address the challenges such circles pose to planning practitioners. Regarding the impacts on planning theory, I also ask: Can the neoliberal 'boomerang effect' lead planning towards more progressive, , and equitable solutions? Will it lead to a reassessment of the profession's role, goals, and responsibilities?

### 265 | A TERRITORY-LANDSCAPE PLANNING PROCESS AS CATALYST FOR TRANSFORMATIVE (RADICAL) PLANNING PRACTICES

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**ABSTRACT:** This paper documents a planning/political process –the Territorial Landscape plan-making process developed in Italy, from 2007 to 2015- that counteracts the pervasive penetration of neoliberal thinking in the urban and regional planning in Apulia region. The relevance of this plan is that it parallels the coming into office of a new regional government elected on the basis of a reaction against the excesses of a harsh neoliberal policy. The plan itself is the result of an innovative planning approach and

process reflecting the revolutionary political values/vision/ideology combined with its antagonistic nature with respect to neoliberal ideology.

Drawing upon action-research reports, participant observation, first-hand documentation, and inside information as one of the authors was a leading politician, the paper illustrates how the plan triggered the protection and enhancement of territory-landscape for self-sustainable local development (Magnaghi, 2005), and how it was possible to overcome the harsh conflicts that emerged during the planning process. This last was based on some ingredients of the strategic approach to planning, which can essentially be identified as a political process aimed at mobilising resources and concepts of place identity (Healey, 2007), and in a long-term selective vision and an action/project orientation (Albrechts & Balducci, 2013). At the same time the process was also framed by the use of procedures and regulations rooted in the statutory tradition, in order to counteract the neoliberal policies (Legacy and Leshinsky, 2016).

However, this paper illustrates the importance of a clear political vision, based on a reaction against the widespread awareness of the harmful local effects of neoliberalism, and of technical and experiential knowledge and narratives orienting the entire process, to enable to constantly bridge physical transformations and self-sustainable local development values. These are keys to catalyse the existing transformative (radical) imaginary, channelling it to a socially shared collective future and, therefore, institutionalise it.

From this point of view, the Territorial Landscape Plan is looked upon as a catalyst to keep alive the social imaginary for the many people who have been involved in the planning process, sharing the underlying political vision and developing projects/actions consistent with it. This implies the challenge, commitment and responsibility for planners, activists, and politicians to strengthen the penetration of that imaginary in social practices and institutions and feed its open and creative character with new thoughts, speeches and actions.

The contribution of this paper to planning theory is that it sheds some light on the reasons why and how the effort to align physical changes with the values strived for in the participative and dialogical planning process are dealt with in the planning practice.

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## 552 | PRIVATE LOBBYING IN URBAN PLANNING – DEPOLITICIZATION OR REPOLITICIZATION?

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**ABSTRACT:** There is not much research data available on private, professional lobbying in urban planning. This action, which, some say, is on the fringes of democracy, raises concern and suspicion. On the other hand, lobbying – influencing and delivering information – is considered to be a fundamental feature of vibrant democracy. The past decade has seen the rapid increase in lobbying business. Lobbying itself is not a new phenomenon: anybody seeking to influence political decision-makers can be considered as a lobbyist. However, it is not until recently that professional lobbying, understood as part of public affairs industry, has become a widespread international phenomenon. Private lobbyists are often engaged in promoting high profile development projects. Thus, they play a role also in urban planning.

The forms and practices of lobbying have changed. Lobbying has become more open and more professional. The lobbying business is mainly about delivering knowledge. The professional lobbyist, often a public affairs consultant, can facilitate a two-way flow of information between the policy-makers and the business actors. The UK Lobbying Register says: Modern lobbyists help their clients and employers understand legislative and political processes and create ethical and achievable objectives. Yet it's not just about delivering information. A strong element of influence on the decision-making process is present. However, the role of a public affairs consultant is rather an intermediary actor between the public and private sectors. Consultants persuade the policy-makers of the importance of their clients' projects. In planning there appears to be a niche for an intermediary actor in the initial phase before formal planning begins. The life cycle of urban planning follows the life cycle of a political issue in general. The initial

phase, a certain social expectations' phase, is the one which leads to identifying and defining the 'need' or 'problem', which is later to be solved by urban planning. This is the most relevant phase for a lobbyist and perhaps for any kind of influencing in planning.

This paper builds upon both theoretical and empirical research. The interviews with Finnish politicians, lobbyists and planners form a multidimensional picture of the lobbying phenomenon. The research sheds light on the role of a private lobbyist as a new actor in urban planning. Lobbyists are still feeling their way in the traditional division of roles in decision-making: politics, administration and citizens. There may be ambiguity in roles in the planning field, where political decision-making and technical expertise are intertwined. The research addresses the phenomenon particularly from the point of view of (de)politicization. Depoliticization can be a threat to planning democracy. 'Making political' is a central source of legitimacy for public planning, at least if we take an agonistic approach. The authors of this paper are interested in the role of planning theory in the depoliticization development. Is communicative planning theory, in its consensus-seeking, an impediment for politicization? Does it prevent from seeing the conflicting interests between stakeholders? The empirical research provides better understanding about decision-making in planning and the role of lobbying therein. It seeks to uncover whether private lobbying tends to advance depoliticization or whether it rather functions as an instrument of agonistic politicization.

## 619 | IF NEOLIBERALISM IS EVERYTHING, MAYBE IS IT NOTHING? QUESTIONING NEOLIBERAL IDEOLOGY IN SPATIAL POLICIES

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**ABSTRACT:** Neoliberalism is a pervasive concept nowadays in popular debate and discourse, used across numerous disciplines and in the analysis of diverse phenomena (Springer et al., 2016). It is conceptualized in different ways as, for example, a geographical process; a form of governmentality; the re-establishment of elite class power; an hegemonic project of institutional reform; a set of transformative ideas related to sociospatial phenomena; a public policy paradigm; and an economic ideology (Peck, 2013; Springer, 2016a, 2016b). According to a wide literature developed within the Anglo-Saxon context (Fuller, Geddes, 2008; Raco, 2013) the process of neoliberalization has significantly invested the field of urban and territorial policies in the past decades. States have started to promote governance, intended as progressive rescaling of their role (Brenner, Theodore, 2002), pursued also through an increasing development of public-private partnerships. Even if managerial approach to the city is promoting itself as more democratic because more local and related to communities' needs and their involvement, according to various authors (Swyngedouw, 2011) it leads to a de-politicization of the city.

A body of literature is emerging that is critical of current conceptions and understandings of neoliberalism. If some authors underline that neoliberalism is used to capture almost everything (Venugopal, 2015) seemingly becoming useless, others argue that neoliberalism influence is over-stated as hegemonic driver for planning and urban policies (Sager, 2015; Storper, 2016).

Against the backdrop of a general reflection around the conceptual effectiveness of neo-liberalism in different disciplines, this paper aims at challenge consolidated ways of describing and considering neo-liberalism, investigating the alleged neo-liberal traces in spatial policies in Italy at three different scales: at the urban level, at the metropolitan level, at the national level.

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## 962 | UNDERSTANDING POWER: AN EXPLORATION INTO THE WORKINGS OF POWER IN THE PLANNING SYSTEM

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**ABSTRACT:** The planning system is generally regarded as the key way in which the state can intervene in the urban development process at a range to spatial scales to serve the interests of the common good. However, planning has been consistently identified as being responsible (in part at least) for many of the key societal challenges that we now face such as the problems associated with unbalanced regional development, issues of housing supply and affordability, poor infrastructure delivery, insufficient provision of community facilities etc. Moreover, evidence of misconduct and corruption surrounding the interactions of developers and politicians have undermined people's faith in planning as a democratic institution even further. While the disjoint between the normative and substantive dimensions of planning practice are increasingly understood as being intimately linked with the uneven power dynamics inherent within advanced capitalist societies, few have attempted to systematically analyse how power behaves within the planning system in any comprehensive way. This paper seeks to address this gap by examining not only the mechanisms by which power is exercised in the planning system, but by also tracing how uneven power relations arise in the first instance and how these power imbalances become manifested as social, economic and environmental outcomes. The paper concludes by highlighting the importance of laying bare the manner in which elite stakeholders navigate the planning process so that more consistence checks and balances can be placed on the holders of political and economic power to help promote more equitable planning outcomes.

## SLOT T02.S02 | ROOM V1.02 | KRISTINA NILLSON | LULEÅ UNIVERSITY OF TECHNOLOGY

### 233 | URBAN PLANNING THEORY IN PERIPHERAL CAPITALISM

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**ABSTRACT:** Urban planning theory should not be seen in isolation from urban theory in specific social contexts. Their joint consideration avoids the risk of automatically adapting or applying methods of urban analysis and planning created for the realities of northern and/or western countries, for instance, to the urban problematic of the Global South. Moreover, urban planning theory has to be viewed in conjunction with education and practice in planning. That is, urban theory is central to addressing what is understood by the urban problematic in different social contexts, which in turn is the basis for education and method in planning and planning practice. The most challenging urban problematic in peripheral capitalism can be very briefly defined as a historical and persistent process of sociospatial exclusion and dispossession. My intention in this communication is to reflect on these questions, bearing in mind the essentiality of urban and spatial theories for discussing and proposing new methods of planning and planning practice in peripheral capitalism. Like John Friedmann and others, I maintain that planning theory encompasses an eclectic field of knowledge, and must consider method and the possibility of praxis. That is, I am discussing ways to interpret and transform capitalism and capitalist urbanization. Consequently, I believe that Lefebvre's reflections on urban and spatial issues—and his view that theory cannot be seen as a separate matter from praxis—can provide important contributions to planning theory and practice in peripheral capitalism, for two main reasons. First, they have a utopian component when, in presenting the idea of urban revolution, they introduce the concept of urban or urban society, which is essential in the context of the Global South insofar as urban planning in that context has to do with social transformation and emancipation, at least in the academic milieu. The author's idea of a totality in transformation, combining theory and praxis, are central for understanding the urban problematic and planning in the Global South. Second, Lefebvre's theory on the production of space—another ontological contribution to the comprehension of capitalism—can provide the concreteness needed for understanding the urban problematic in that social context. After a brief review of what is meant by planning theory, I will present my interpretation of Lefebvre's contributions to the analysis of the urban problematic in peripheral capitalism. Then I will provide some information first on education in planning in Brazil, and second on a particular practice of metropolitan planning developed by faculty and students of the Federal University of Minas Gerais, Brazil, a very rich experience that supports my belief that urban planning theory should be viewed in conjunction with education and practice in urban planning. I will conclude my presentation with a reflection that combines urban theory, education in planning, and method and practice in urban planning.

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### 339 | POST-GRADUATE STUDIES IN PLANNING IN LATIN AMERICA: RATIONALITY VS. DELIBERATION

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**ABSTRACT:** This paper describes the current academic scenario of post-graduate studies in planning in Latin American Universities by focusing on the curricula of masters and doctoral programs as well as theses produced in the last 3 years in Argentina, Colombia, Chile, Mexico and Venezuela. The study attempts to determine the character of the programs and their orientation towards rational or deliberative models. It also develops a historical analysis of planning education in the region, and its different stages in time, and whether or not spaces of dialogue are being built.



In order to determine the emphasis of the programs a survey was conducted to coordinators in planning schools in the region. Survey includes objectives and academic structures of the existing degrees as well as theses titles regarding their rational or deliberative emphasis. It also inquires about historical facts such as the first time a post-graduate program was offered in every country studied. In addition, it also explores the certification process and standards defined by national governments for post-graduate studies in planning.

Urban and regional planning was introduced to Latin America as an area of specialization for architects and engineers. Urbanismo, Planeación Urbana y Regional or Estudios Urbanos are the Spanish terms to refer to any course or degree related to the city, including urban and regional planning, and urban studies. Therefore, the survey targeted only the programs with this titles, regardless their adscription to geography, architecture, engineering or economy schools.

Since the first half of the 20th century when courses on Urbanismo were inserted in undergraduate programs' curricula in Latin America; yet they were merely introductory and limited to an architectural approach. Some decades later in the 1960s, post-graduate programs in planning, as part of a rising discipline, were offered in architecture and engineering schools with a rational/ substantive model embedded, but there are reasons to believe this approach is slowly leaning towards deliberation.

This study concludes with general remarks on academic structures and orientation that could help matching regional programs with planning schools around the world, including the Europeans, since faculty and students mobility between Europe and Latin America is becoming common ground.

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## 381 | FOR REFLEXIVE PLANNING AND DESIGN; USING THEATRE AND PERFORMANCE IN PLANNING AND DESIGN EDUCATION

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**ABSTRACT:** The societal and environmental problems that planning and design students are going to be faced with in their future careers are likely characterized by ambiguity, social inequalities, ethical dilemmas and cultural confrontations. These problems also involve multiple types of knowledge and invoke difficult questions relating to democracy and power. Preparing for working in these at times unsettling situations, requires a good balance in planning and design education between teaching knowledge, skills, and attitudes such as cautiousness, prudence, empathy and reflexivity.

At the present, cognition (knowledge) receives most attention in academic teaching, followed by skills. Attitudes such as reflexivity, other than as theoretical constructs, receive the least attention. The question raised here is how a better balance can be achieved between attention for knowledge, skills and attitudes in our teaching.

This paper presents a heuristic device – a strategy of discovery - that we have developed for students and researchers to become aware of, and reflect on the routines in their professional fields, and to exercise with developing alternative behaviors. The heuristic was inspired by Erving Goffman's dramaturgical approach, which he has developed to understand everyday, face-to-face interactions. Using the metaphor of theatre with its elements, such as the audience (and their role), the type of stage, the props, front- and backstage and the caste and crew, students are challenged to reflect on daily routine practices and to envision different futures. This is to encourage thinking and dialogue between students and their educators, about what these routine practices are, and to imagine alternative behaviors, with different stage settings, different roles for the caste and crew, etcetera.

Over a period of three years, we have worked with the device in an Academic Master Class 'the Atelier Landscape Architecture and Planning' at Wageningen University, the Netherlands, and prepared students

in a BSc course on planning theory and ethics by engaging in Theory Theatre. In both situations, students are provided with a stage to imagine what it means to act reflexively, whilst taking into account different knowledges and cultures and the role of politics and power. In the paper, I analyse and reflect critically on what happens when play and theatre are used in planning and design education. The analysis is based on reflections written by students, on filming their performances, and on the observations of teachers.

## 524 | ENGAGED PROFESSIONAL EDUCATION: LESSONS FROM COMMUNITY-BASED LEARNING IN AN ETHNO-NATIONALLY CONTESTED CITY

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**ABSTRACT:** While others addressing engaged professional education have noted the meaning of partnerships, the transformative impact of participatory practices, and innovative engagement techniques, this paper examines the challenges of community-based learning in conflict zones and especially in an ethno-nationally contested city. The paper analyzes the academic course Planning with the Community, developed for planners, architects and landscape architects, in which theories and practices that link spatial interventions with activism, social commitment and participation are explored and experienced.

Thematic analysis of the overall course material identifies three themes that highlight pedagogical challenges of professional education in conflict zones. The analysis is drawn on materials gathered over the years, including in-class observations and summaries of class discussions, students' personal diaries, and students presentations (both in class and to officials and community partners).

The findings demonstrate the potential of ethno-nationally contested cities to serve as platforms for engaged professional education. Such education explores new professional territories in arenas embodying political projects, in which aspects of citizenship often evolve beyond national politics and ethnic localities. These findings expand community-engaged learning to the social and political contexts and stress the place of the community as a surviving entity that embody multiple histories of ethnic identities formed through urban memories and everyday experiences.

**KEYWORDS:** Engaged professional education; Community-based learning; University-community partnership; Ethno-nationally contested cities

## 537 | COMPETENCY-ORIENTED EDUCATION IN THE CONTEXT OF ENERGY POVERTY

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**ABSTRACT:** Current sustainability science and the Higher Education for Sustainable Development (HESD) emphasize that new educational approaches are needed which are able to address the complexity, uncertainty and socio-political controversy that characterize sustainability challenges. (Mochizuki/Yarime 2016: 18). If sustainable development was understood as a collective process of searching, learning and creating sustainable solutions (Stoltenberg/ Burandt 2014), it is not only about the integration of sustainability in formal educational settings, but about enabling a broad societal and political dialogue of how to reach these sustainability goals and about dealing with different and often conflicting aims in these processes.

One example for these conflicting aims, which play a huge role in sustainability research as well as in HESD in Germany, is the conflicts between energy policies and social justice goals. One issue here is the mainstreaming of renewable energy for ecological benefits that is, however, linked to decreasing affordability and potential energy poverty with severe societal consequences. Another issue of debate are ambitious goals for energy savings to be achieved through energetic retrofitting of existing housing stock. This leads to increasing housing costs and even dislocation of households so that energy poor households do not profit from the energy savings but share their part of increasing energy costs. It is a research field that is challenged by complexity: It combines private and public spheres and interests; it is temporarily and spatially dynamic, and culturally sensitive.

In this paper, using the example of energy poverty, we will shortly introduce the discussion about HESD. Based on its theoretical requirements, we will deduce criteria that a university course on energy poverty should fulfill in order to meet HESD goals. Following this, five teaching projects on energy poverty in different German universities, which were conducted in 2014/2015, will be presented and reflected against the background of the theoretical discussion of HESD.

## 639 | TEACHING PLANNING THEORY AS A SPACE FOR DIALOGUE ... BETWEEN PLANNERS

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**ABSTRACT:** There is a relative consensus among planners built on the sentiment of an unfinished venture called planning theory. Paradoxically, while planners are getting more convinced that practical drawbacks can be resolved by a consensus among stakeholders, the mentioned consensus reveals the lack of agreement among planners as to what planning theory should teach us and how we can resolve inherent conflicts in planning along the theory–practice, knowledge–action, procedural–substantive, normative–positive, prescriptive–descriptive lines. In our opinion, the luxury of dealing with this important issue on one-term course - Planning Theory on Bachelor's degree programme in Spatial Planning at the Faculty of Geography in Belgrade is granted by other courses that teach students the definitions and models of planning, various substantive areas of planning and the planning process, as well as subsequent internship. Therefore, the roots, terrain, contents and the development of different models, directions in planning theory (taken to elucidate the issues of ethics, politics and the market) and their strengths and weaknesses are structured as a setting for presenting individual and collective academic attempts and turns towards determining a more organized system of knowledge, research and action objectives and objects. The following list may contain different items, bearing in mind that our personal insight is limited, just like the length of the course. However, we have found that Banfield's definition of planning (1959), Etzioni's mixed scanning (1967), Hudson's SITAR (1979), Healey, McDougal & Thomas' procedural rules for defining planning theory (1982), Faludi's meta-planning (1982), Yiftachel's three types of complementary urban planning theories (1989), the revival of strategic planning and management together with communicative/collaborative turn during the 1990s, Archibugi's plannology (2008), Schönwandt's third generation of planning theory (2008), Ferreira, Sykes & Batey's hydra model (2009) cover in a relative way the efforts to bridge the mentioned gaps or to completely deny their existence by developing a unique normative frameworks or advocating the use of different models depending on a particular situation. Although multiple topics for essays are available, students are encouraged to attempt at reconstructing planning theory on their own. We believe that this enables some of them to go beyond the general understanding of its foundations, purpose and dualities towards finding constructive solutions and creating new spaces for dialogue among planners, for a start. And while the evaluation of the course and the completed assignments of students are rewarding, they also show that there is still a lot of work to be done, especially by putting a stronger emphasis on the areas that enhance the skills for facilitating a dialogue process, on both sides of the classroom.

## SLOT T03.S02 | ROOM V1.03 | ROBERTO ROCCO, CAMILA PERRONE | TU DELFT; UNIVERSITY OF FLORENCE

### 21 | LOCAL PLANNING INSTRUMENTS: IF ONLY WE KNEW HOW TO PLAY

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**ABSTRACT:** We know little about how the implementation of local planning instruments are communicated to members of the community by the planning profession in terms of complexity of language and process, power relationships and how this impacts upon an individual's ability to engage as an active citizen in the development assessment process. In order to create more value for community engagement in the development assessment process, we need to better understand how local planning instruments are perceived by members of a community in terms of ease of navigation, interpretation and application to development proposals. It is particularly in the role of the community as submitters to a development application that these perceptions may be best explored as it is an opportunity for non-planners to interact with planning instruments perhaps for the first time.

This paper will discuss the type and nature of submissions made by non-planners to development applications within a case study area and identify barriers to non-planners effectively participating in planning discussions and decision-making about development applications. The research will undertake data collection and content analysis of six (6) submissions made in support of or against particular development applications within a regional city context. The content analysis will aim to match de-identified public submissions with what the planning professions considers valid urban and regional planning concerns expressed in local policy. This will help to ascertain the submitters effectiveness in understanding and applying the local planning instrument to the site-specific issue that has ignited the active citizenship.

The paper will seek to answer questions about what is the engagement framework within which submitters can participate in planning. how are planning schemes navigated, applied and interpreted ed by non-planners lodging submissions to proposed development, what knowledge and skills do community members need to participate in the development assessment process as submitters and how are planning instruments and development assessment communicated to members of a community?

### 38 | CREATING A SPACE IN AMONGST THE NEOLIBERAL CANVAS – THE PROGRESSIVE POTENTIAL OF NEIGHBOURHOOD PLANNING

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**ABSTRACT:** The quotation in the title of this abstract comes from a recent paper (Williams et al., 2014) looking at the reforms to governance introduced in England by the right wing Conservative-led UK governments of 2010 onwards under the banner of localism and the Big Society. These reforms included the introduction of a new, community-level tier of plan-making, Neighbourhood Planning. This was met by a great deal of concern from academics and others, concerned that the new opportunities would mostly be taken up by well-meaning, well educated people living in nice places – mostly rural – with time on their hands (Hall, 2011, p.60), and that localism more broadly was being used in pursuit of neoliberal ends (cf. Featherstone et al., 2012).

Early findings suggested that Neighbourhood Planning was indeed being pioneered in wealthier rural areas (Sturzaker & Shaw, 2015), but there is emerging evidence that, as the system has become established, deprived communities, including in urban areas, have developed the capacity to prepare Neighbourhood Plans, often motivated by a desire to challenge market- or state-led regeneration and

redevelopment proposals. This paper will present some of this evidence, and explore the extent to which such activity represents genuine empowerment of marginalised voices in today's cities, and can consequently be considered an example of new ethical and political spaces in amongst the neoliberal canvas (Williams et al., p.2798).

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## 89 | ACTION-BASED RESEARCH FOR THE DEVELOPMENT OF A TOOL THAT ENABLES MORE INCLUSIVE AND LEGITIMATE BOTTOM-UP SPATIAL PLANNING

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**ABSTRACT:** As stated in the description of this track, in radical simultaneity, where some voices are much more powerful and arresting than others, the pursuit of socio-spatial justice becomes urgent. Taking this statement, and statements of others (e.f. Mouffe, Janssen-Jansen, Saporito) who have clearly shown that planning for space is always contested into account, in this paper we aim to take planning forward by proposing a practical tool for planners to address this. Planning professionals (civil servants) and initiators of so called bottom-up spatial planning initiatives are caught in an 'untenable governance ménage à trois' (Schatz and Roberts, 2016) of technocratic, deliberative, and neoliberal planning. Different forces act upon them and sometimes make it very difficult to keep clear the planning process and the substantive reasoning behind choices that ultimately are been made. This makes the process and feedback legitimacy (accountability) of bottom-up spatial planning difficult in practice.

We believe that with the right equipment this issue could be tackled and it is for this reason we aim for the development of a deliberative tool for this type of planning. In this paper the approach towards the development of this tool is worked out. The tool will be designed for bottom-up planning and will enable/empower planners and initiators in working within these different planning forces and at the same time helps to improve the legitimacy of spatial planning that results from it. In earlier work (Levelt & Van Berkel, 2017) we have explored the legitimacy deficits in bottom-up spatial planning and the ingredients that are needed in a planning tool that aims to improve legitimacy of bottom-up planning. In short by taking inspiration from political science and planning (i.a. Mouffe, Saporito, Metze), social psychology, and business literature, we have argued that there is need for a planning tool that is able to improve the substantive discussion on the use of land. A trading zone in which boundaries of different interpretations on the preferred use of land can be explored and as such enabling a discussion amongst adversaries instead of enemies. Visualization will receive particular attention as a basis for the tool.

In this paper we take this work one step further and describe the steps needed to practically develop this tool together with practitioners and enable implementation in an action-oriented/ communitybased participatory research (Hanna & Robinson 1994; Rothman, 1995; Checkoway 1995; Boehm & Cnaan, 2012; Janes 2016). The leading question in this paper is: what steps should we take in an action oriented research with practitioners to develop a tool that help them overcome the legitimacy problems of current bottom-up planning initiatives? The paper takes inspiration from Dutch bottom-up spatial planning initiatives for urban green and agriculture. However, as bottom-up planning is en vogue in a much broader range of countries the ideas put forward seem to be of relevance for planning researchers and practitioners in many more countries.



## 932 | CITIZEN PARTICIPATION AND REPRESENTATION IN URBAN PLANNING AND CULTURAL HERITAGE MANAGEMENT – THE CASE OF THE NEW NOBEL CENTRE IN STOCKHOLM

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**ABSTRACT:** The new Nobel Centre in Stockholm is an on-going controversial urban development project. The site, situated next to the National Museum, is debated due to the projects impact on values at the site as an historical place with buildings representing Stockholm's history as a harbour city. The proposed new building, a result of an international architecture competition, is, moreover, controversial for adding a modernistic building of an international well-known architect (i.e. 'starchitecture') to a well-kept 19th century urban area. The debate and mobilisation of protest have been intense and involved several well-situated citizens. The protesters is foremost concerned with the location of the project, not the project as such, and, consequently, they have proposed alternative sites in the city. Nevertheless, the Nobel Foundation and the City of Stockholm argues that the particular and central location is better adopted to planned activities of the centre, and that international high quality architecture – a future cultural heritage – will benefit visitors as well as local inhabitants. The paper examines where and how various groups of citizens interact and expresses their opinions and values in urban planning and heritage management. Acknowledging that people are gradually moving away from civic engagement to temporary mobilisation and networks, the paper raise questions about how and where citizens expresses their experiences, interests and values, and how that is reflected and utilised in the planning and heritage management processes. Theories about participation processes, knowledge production and division of responsibilities for public space have guided the analysis of the case study. The empirical findings are based on analysis of e.g. social media activities, newspaper articles, and interviews with key-actors, including protesters as well as representatives from the Nobel Foundation and the City of Stockholm.

## 1056 | SOCIO-SPATIAL IMPLICATIONS OF THE POST-METROPOLITAN TRANSITION: CONFLICTS AND TERRITORIAL TRANSFORMATIONS IN THE GREATER FLORENCE AREA

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**ABSTRACT:** This contribution analyses two assumptions discussed in the literature on post-metropolitan transition and regional planning, taking some representations of the city in contemporary art and architecture as suggestion (i.e. Malevich, Le Corbusier, Webber, Latour). The first assumption states the power of globalization processes to overcome the resistance of places and territories. In this view, the world is finally considered flat, homogeneous and indistinct. Territorial policies thus take an isotropic nature, 'one-size-fits-all', blind to urban and regional specificities. The second assumption develops a place-based approach: the territory is regarded as rough, anisotropic, unpredictable, 'hilly'. Accordingly, urban and territorial policies take a diversified nature, that recognises spatial, social and cultural differences. Building on some recent research contributions on post-metropolitan transition within an economic and socio-spatial changing environment (Soja, Storper, McCann, Sassen), this contribution interprets the regional urbanization processes as an interplay between "streams and levees" (borrowing a Benton MacKaye's definition), and "fixity and motion" (following a line of research going from David Harvey to Christian Schmid). This interpretation is suggested as a new way to supersede the dualistic nature of the aforementioned assumptions while introducing conceptual innovation on definition of "territory" within a more global approach to understanding urban transition.

This contribution adopts a critical perspective on territory, reflecting on power relations in the production of both knowledge and urban space. It positions itself in the theoretical debate between established notions of territory and broader reflections on how to foster spaces of dialogue that can enable contemporaneous co-existences, diversity and social citizenship. This contribution also draws upon empirical research.

The case of metropolitan area of Florence is indeed suggested as "operational landscape" to critically associate the concept of territory to the question of territorial conflicts. In particular some implications on



the role of conflicts are explored with reference to socio-territorial transformations within the post-metropolitan transition of the urbanisation processes.

## 1227 | THE EVOLUTION OF LATIN AMERICAN METROPOLITAN PLANNING: INSTITUTIONS, INSTRUMENTS, PROCESSES AND CULTURAL TRADITIONS

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**ABSTRACT:** Latin American metropolitan plans has historically developed and experienced diverse directions of spatial change as well as combinations of spatial models and planning tools. The fertility of these changes, however, tends to takes place deprived of institutional reforms capable of providing a consistent and steady legislative and cultural framework. This administrative lightness allows metropolitan areas to constitute schemes of significant technological innovation yet also of major socio-political conflict. In this light, the current Latin American metropolitan planning (or non-planning) situation could also be interpreted as a testing framework of innovation through which some actors benefit while others end up being excluded.

This paper delves into the evolution of metropolitan planning in the region while focusing on experiences that could contribute to endorse a potential reform aimed at ordering the fertile yet also fragmented metropolitan planning and governance situation. In a similar vein, the paper seeks to identify planning aspects and qualities whereby metropolitan planning cases convergence and divergence. On the basis of instrumental specificity and innovative aspects at this scale of planning practice, the paper will finally establish a discussion concerning the feasibility of ultimately conferring Latin American metropolitan planning per se. In doing so, the purpose of this paper is threefold. First, by drawing from recent planning experience associated with some of the world's greatest metropolis, the paper seeks to add to the development of comprehensive theoretical frameworks dealing with metropolitan planning. Second, the paper is aimed at conducting an international comparative planning study that analyses: (i) institutional and instrumental contexts, plan-making processes and cultural values (traditions, attitudes, habits, etc.) influencing planning structures, processes and outcomes (Knieling and Othengrafen, 2009) and (ii) the interests (and benefits) of key actors and decisions that influence and condition the institutional structure of planning.

Based on this analysis, the paper is finally intended to discuss how the series of convergences and divergences withdrawn from the cases studies can illuminate a potential theory concerning the evolution of metropolitan planning in Latin America while also reflecting on potential means to improve current toolkit of planning instruments in the region. In pursuit of the above objectives and in order to identify the key interpretive categories associated with the evolutionary process of metropolitan planning in Latin America, the paper attempts to combine a triple methodological approach (instrumental, institutionalist and strategic-relational). To this end the paper builds on the comparison of two metropolitan case studies, namely Buenos Aires and Mexico City. The selection of cases is based on the criterion of most similar cases (Seawright & Gerring, 2008), which is founded on three typological conditions that make them coincide: (i) socio-economic conditions, (ii) the demographic condition, and (iii) the socio-political status, which is highly significant when it comes to assessing the evolution of metropolitan planning.

**SLOT T03.S09 | ROOM V1.12 | CAMILLA PERRONE, LIA  
VASCONCELOS | UNIVERSITY OF FLORENCE; FCT-UNL**

## **134 | BRIDGING THE GAP BETWEEN CRITICAL THEORY AND EMPIRICAL STUDIES: A RELATIONAL APPROACH TO THE STUDY OF URBAN COMMONS.**

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**ABSTRACT:** Since the unfolding of industrial capitalism, the institution of the Market, based on the logic of capital accumulation and commodification, has prevailed in the social space, through the support of the institution of the State. In reality, the State should have represented the institution that, through the logic of the Public, based on universalization and social protection, could have balanced and challenged the Market. Nevertheless, the State has often withdrawn from this role, due to a bizarre, complex and intertwined relationship with the Market. The last decades of our history represent the evidence that the protecting role of the State has waned, giving rise to the hegemonic, although variegated, neoliberal regime, whereby the logic of the Market has permeated into the institution of the State.

During the last decades, the logic of the Common, based on self-governance and cooperation, has re-emerged with the aim to develop emancipatory processes from both the institution of the Market and the State. The Common is interpreted as a political strategy able to articulate the fragmented yet existing antagonist struggles. This strategy is based on the claim, the production and the reproduction of the Commons, that become the means through which the logic of the Common can be expanded. The Commons are understood as a social relation between a social group and an aspect of its social or physical environment crucial for its life and livelihood. By focusing on the cruciality of the social relation, the Commons aim to cast our eyes on fundamental rights and necessary conditions for the production and reproduction of life, collectively claiming them back. Nevertheless, as some scholars have shown, the critical theory of the Commons lacks an empirical approach, preventing the effective understanding of the emancipatory capacity of these practices. This paper aims to contribute to filling this gap, by setting the analysis in the urban context.

The paper starts by explaining the critical theory of the Commons, underlining the lack of an empirical approach. Secondly, by assuming that, within the city, Urban Commons cannot exist in their pure autonomous and self-governing forms, the paper proposes a comparative methodology based on a relational approach, whereby Urban Commons have to be studied in relation to the institution from which they aim to outline emancipatory processes: the Market and the State. By drawing from a case study of Urban Commons analysed in the city of Barcelona, an industrial factory occupied by neighbours' associations and turned into an expanding social centre, the paper sustains that only by unveiling this interface between the Urban Commons and the Market and the Urban Commons and the State is possible to grasp their complexity and thus envisage their true emancipatory power. The paper concludes by sustaining two arguments. Firstly, Urban Commons cannot be produced and reproduced without receiving support by the institution of the State. Secondly, Urban Commons cannot be truly emancipatory by relying only on the logic of the Common. Only through a combination of the logic of the Common, based on self-governance and cooperation, and the logic of the Public, based on universalization and social protection, is possible to challenge the hegemonic, although variegated neoliberal regime, whereby the logic of the Market has prevailed.

## **136 | ENLARGING THE PUBLIC OF URBAN RESEARCH TO MAKE NEW SPACES OF DIALOGUE AND CITIZENSHIP**

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**ABSTRACT:** A recent research investigates experimentations where artists are collaborating along with urban planners to explore an urban issue faced by these professionals (Arab, Ozdirlik, & Vivant, 2016). The authors highlight that their implementation were motivated by questioning the methods and practices of urban professionals and that their main effect or purpose is to activate the reflexivity of professionals, through the use of alternative way of investigating the field and representing the results. As Tonnelat also analysed (Tonnelat & Shankland, 2016), these cases reveal that this collaboration with artists was, for the professionals who experienced it, an enjoyable digression in everyday professional life, through the exploration of what Ranciere calls a new distribution of the sensible (Rancière, 2000). In order to analyse and appreciate more deeply what these collaborations may imply in the production of knowledge on cities, I, an urban studies researcher, had experiment research collaboration with artists that this paper presents and discusses. To what extend an art and social sciences based research, rooted in both references to art (especially in terms of form of representations) and social sciences methodologies and theories may be a relevant and alternative way to explore, investigate and represent an urban issue? How can it contribute to enlarge the public of research and thus open new spaces of dialogue between urban practitioners and citizens?

This research was commissioned by a new public cultural institution, Medicis Clichy Montfermeil, established in a popular and stigmatised area of the Paris Region: the cities of Clichy and Montfermeil. The first initiative of Medicis Clichy Montfermeil was to ask for a group of artists and researchers to explore and investigate how its opening may contribute to the making of a public space. As an urban studies researcher I experienced the encounter between art and urban research, working with a geographer and stage director, and a filmmaker. Here the artists were not involved to represent the results of the research but contribute to the investigation as researcher. This process lasted almost a year and shook me up as a researcher. I analyse here some of the issues we face, both during the field investigation and the choices of forms to present the results. This experience raises lessons to think and implement artist-researcher collaborative research in urban studies in order to make research public. We adopted three main perspectives: to consider the saturation of knowledge as a important issue to investigate; to consider the subjective experiences of the place of those in charge of its renewal, of those living there, of the place itself; to consider the representation of our research as an mean in the making of public space understood as both the public realm, the public sphere, the public policies and the public of our work. To which public do we refer when talking about public space? Who is the public of our research? In a pragmatist approach, we consider that the public do not pre-exist and is made by the process of the investigation itself. This lead us to invent a form of presentation of the results that can be reactivated, rewrote and reframed. Instead of questioning the making of a public space, we questioned the making of a public and thus of new space of dialogue.

## 668 | VALUE ADDED AS A TOOL IN PARTICIPATORY APPROACH TO URBAN REHABILITATION PROJECTS. A CASE STUDY IN YEREVAN

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**ABSTRACT:** In the conditions of ever growing urbanization and continuous societal transformations as well as the increasing prominence of the sustainability agenda the issue of urban quality is subject to prior consideration worldwide. While having scarce public resources the promotion of private property-based investment projects becomes a sound solution in qualifying urban residential spaces and overcoming urban decay. Such projects will be successful if applying collaborative approaches and enhancing the value added by the urban project. The aim of this study is to discuss one of such participatory approaches, and to illustrate its application in an urban regeneration project. The case study is located in Yerevan, Armenia. The data to be used in discussion is based on surveys previously conducted for similar urban spaces in the country.

The results show that in urban regeneration a project participatory approach is successful when the allocation of the global project value added to each participant is evidenced and rationalized. The results of this study aim at the further development of a comprehensive property-based urban management model for the improvement of urban space quality.

**KEYWORDS:** value added, collaborative approach, urban regeneration project, urban space quality

## 783 | PLACES AND LOCAL WELFARE. HOW PLANNERS CAN CONTRIBUTE TO MAKE SOCIAL SERVICES MORE INCLUSIVE

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**ABSTRACT:** The combined effects of the economic reorganization processes, the increasing precariousness in the job market and the shrinking of national welfare systems, have progressively eroded traditional social protection measures and exacerbated the traits of social fragility in many European cities. The long phase of economic recession is linked both to the general worsening of the economic conditions of large parts of the population, and to the austerity policies and the drastic reduction of public expenditure on welfare. Devolution processes have played a significant role in reshaping the European welfare systems, underlining the relevance of the local dimension in the welfare policies and in the structure of social inequalities. The consequences are even more evident at the local scale, where local governments are facing the need of more adequate and effective welfare measures and policies with scarcer resources.

The number of actors involved in the governance of social policies has increased, highlighting both potentials for innovation and limits in responding to the call for activation that new policies are requiring. The combined effects of these processes of policy change result in a more significant role of the neighbourhood and of the local community not only in terms of recipient but of an actor that is involved in an interactive play in the design, organisation and delivery of new services. The provision of social support is increasingly organized in a variety of settings, combining specialized structures, community-based services and home-based solutions, often with the crucial support of technological innovation. The paper aims at presenting and discussing an experimental project developed by a network of public and private partners in the city of Milan. The project (led by the City of Milan, shared by a partnership with 16 public and private actors) aims at fostering the access to welfare and to social services by larger numbers of people, and striving to reconcile local responsibility and universalistic access to social protection. The authors of the paper- with joint competences in urban planning and in social policies - have been actively involved in the design and development of the program with a major focus on the material organisation of the new services in the community. A pilot experience at the neighbourhood level – the opening of a café combining a commercial activity and a social service point - raises important questions in terms of urban policies and of the contribution that urban planners together with social scientists can give in enhancing the role that places and communities can play in the making of more inclusive and effective welfare policies.

After a year of direct involvement of the authors, the paper aims to investigate the main features and challenges of the project from the perspective of social and urban policy innovations, with a particular focus on the work and the role of the new services and their relevance in exploiting the potentials of the territories.

## 1013 | CIRCUITS OF URBAN POLICY MOBILITIES: RELATIONSHIPS AND THEIR INTERFERENCES

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**ABSTRACT:** The recent debate on urban policy mobilities has attracted the attention of a multidisciplinary group of scholars (McCann and Ward 2012; Robinson 2015; Temenos and Baker 2015). This subject highlights the important role of mobility circuits (McCann 2011a; Kennedy 2015), which assemble (apparently) disparate heterogeneous elements to produce, transform, and circulate diversified urban policy instruments. However, there has been little clarity about the dynamics surrounding the different types of relationships in (and through) the mobility circuits, as well as the implications for policy mobilization and mutation. Thus, this communication proposes to analyze in greater depth the relational variety in the networked mobility circuits in order to typify the relationships among the heterogeneous elements and to identify the interferences in the active mobilization and mutation processes. For this purpose, complementary methodologies will be used, such as Mobile Methods (McCann and Ward 2012), Relational Methodology (Serrano 2015), and Translation Notion (McFarlane 2011). The associated case study is the Porto Alegre/Brazil Participatory Budget, an experience of democratic and participatory

management, which still circulates worldwide with various formats and characteristics. Moreover, it presents a high level of diffusion, an interesting process of global mobilization, and different mutations at the local level.

In general, it is expected to broaden the knowledge about the relational variety, identifying and typifying the existing relationships in the mobility circuits, as well as the specific dynamics involved. In addition, it is also expected to deepen the understanding on mobilization and mutation of urban policy instruments, concerning the ability of relationships interfering in the processes.

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## 1181 | CHALLENGING PERIPHERALITY THROUGH ACCESS TO THE INTERNET: SOCIO-SPATIAL PRACTICES OF THE CONNECTED RURBAN

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**ABSTRACT:** This paper discusses the recursive interaction between socio-spatial practices and the late introduction of internet in three marginalised rural communities: Santo Antônio do Salto and Noiva do Cordeiro in Brazil and Pendene in the UK. The premise is that there is an imbricated relationship between the socio-spatial organisation of the communities and how people appropriate internet. The focus on the rural addresses a gap in literature dealing with its specificities and the need to investigate Henri Lefebvre's (1976) notion that any chance of working around capitalist socio-spatial organisation and practices is to be found on the peripheries. It investigates the underlying forces that shape rural communities' everyday lives, understanding that, though embodied and imprinted in space, these are correlated to phenomena that also pertain to different social levels, the global and the urban, as discussed by Lefebvre. The global permeates and strengthens an international division of labour through an unequal access to information and deficient production of knowledge (resulting in consumption of foreign knowledge and the withering of local knowledges). Even when local arrangements lead to alternative social relations and result in specific forms of socio-spatial organisation, there is no significant inside-out triggering effect. On the articulation of the urban level with the everyday, technical infrastructure interacts with spatial infrastructure influencing socio-spatial practices, usually in a technocratic, heteronomous, top-down, economically driven way. As extended urbanisation encroaches the countryside, the everyday recurrences that characterised the idyllic rural are becoming an unfinished urban project. There emerges a rural with the prevalence of a heteronomous order conflictive with reminiscences of a moderate autonomous approach to the 'inhabiting'. The way technology is often introduced in the rural reinforces the conflicts already in place. The paper discusses alternatives to peripherality that challenge the status quo sparked through a more disruptive appropriation of technology that can increase social justice rather than encourage resignation in the margins of the capital. For that, it draws from a Marxian theoretical and an Actor-Network methodological framework, offering a research frame that focuses on a 'micropolitics' of the connected rural.

The case studies showed a clear relation between socio-spatial-technological scenario and the appropriation of internet. Even though Santo Antônio do Salto and Pendene have only shown further conformance to existing conditions with a slight improvement in the quality of life with the arrival of the internet, Noiva do Cordeiro, for challenging their own peripheral position, showed, initially, a much more disruptive approach to the use of internet. The latter threw some light at the possibility of, even if in a local and temporary condition, a suspension of pure capitalist relations towards (limited) self-organisation. In a way, what could be seen was that the socio-technological relations developed from the access to the

internet matched the community's spirit and its socio-spatial practices. Nevertheless, over time, socio-technological and socio-spatial practices are changing one another, leading to an equilibrium in the everyday, consistent with the conditions needed for the maintenance of capitalist staus quo, as asserted by Lefebvre.



## SLOT T04.S02 | ROOM GA2 | MARION ROBERTS | UNIVERSITY OF WESTMINSTER

### 44 | URBAN NIGHTSCAPES: SPATIOTEMPORAL NARRATIVES AND LIVED PERCEPTIONS, THE CASE OF NIGHTTIME LISBON

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**ABSTRACT:** In postmodern cities, due to the prolonging of day-time activities into night, more and more diverse socio-spatial patterns are formed in the urban fabric. These so called nightlife hubs, as mostly seen in urban inner centers, tend to reshape urban nightscapes with their different rhythms and typologies. On one hand, most academic research, dealing with the nighttime activities in the developed western city, focuses mainly on the economic implications and the trend of expanding day's activities into night (24-hour city). On the other, many modern texts consolidate a new strategy of neoliberal policy, which "refines" urban space and promotes private enclaves, commercialized nightlife as well as mass culture production. In brief, there is serious absence of a different narrative of urban nightlife, which goes into the living experience of the subjects, including those at the social margins of the commercial-mainstream attitude. Therefore, this case study emphasizes on the phenomenological analysis of nocturnal space, by seeking to highlight those elements of urban night that contribute to the challenging of the dominant ideology and trigger alternative concepts and practices in the opposite direction. Supporting that there is a dialectical relationship between the geographical environment and the human psyche, the interest on how the urban space changes after darkness falls, emerged the need to link urban space and night through user's perspective. Specifically, investigating the various ways in which city nightscapes are produced and experienced by their users, contributes in understanding the impact of nocturnal space on subjective socio-spatial perception. Despite the notable role of night-time economy and city planning, users tend to transform urban space according to personal perception through individual or/and collective practices. At the same time, public space as a common space that influences human behavior and is defined by human action, it represents a distinctive nightlife milieu. Based on the above assumptions, Lisbon inner-city nightscape (neighborhoods in the historic center), an urban body under rapid transformation the past 10 years, is analyzed as a place of temporality and perception of young adult users. The conducted fieldwork, based on the method of psychogeography among others focuses on the dynamics of going out at night as well as on the various interpretations of urban nightscape by youngsters, whose lived experience is reflected, through their spatial practices, culture and narratives. Furthermore, mapping the formations and atmosphere of urban nightscape, youth cultures and socio-spatial practices in the nocturnal space, attempts to focus on spontaneous and collective actions which are detected mainly in public space.

### 226 | MOVIDA AND MANAGING DOWNTOWN REGENERATION – HOW PORTO'S NEW NIGHTLIFE INFLUENCES THE CHANGING IDENTITY AND THE PLANNING AND DESIGN OF PUBLIC SPACES

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**ABSTRACT:** European cities face a dual challenge. On one hand, for the last two decades, they have promoted the regeneration of their historical city centers, through the preservation of their building fabrics and the requalification of their public spaces, thus reinforcing the sense of place and exacerbating the distinctiveness of their individuality. On the other, these cities have become extremely interested in exploring their endogenous resources and their added values, not only to increase the quality of life of their, often ageing, residents, but to find their place in the globalized world and attract a wider range of temporary residents, thus reaping the socio-economic benefits of such endeavors.

The city of Porto in Portugal is a prime example, having become a reference place at a global scale by looking within in terms of socio-economic development strategies. By the 1990s, Porto's downtown had

seen an enormous exodus of its resident population, the foreclosure of many commercial establishments and was characterized by an ageing population and a considerable number of abandoned and derelict buildings. However, a series of strategic investments associated to a clear regeneration strategy which included elements of public participation and local development partnerships have led to a turnaround. Porto's world heritage historical center is now considered one of the top touristic destinations, not only of Europe, but worldwide, reaping several international travel awards.

Nevertheless, Porto now stands at an important crossroad. The pressure exerted on the city by tourists, students and other temporary residents, particularly in terms of the so-called Movida (the nightlife starting at 18h00), is changing the identity of the city's central public spaces and landmarks. Consequently, planners now face the challenge of managing such pressure so that these spaces don't lose their *raison d'être* and that the residents can still feel a sense of place and are not gentrified – a situation that could lead to a loss of identity and dignity, and another downward spiral.

This paper uses observation and survey results from 2016 to debate this important issue. Extensive record was made of the usage of the city's most prominent public spaces every two hours after 18h00, and later a survey was carried out in order to interview the most relevant target groups using them. Using multivariate statistical analysis this paper identifies the underlying characteristics of public spaces at risk, and relates them to the users' behaviors, patterns and perceptions. This includes the relationship between the type of target group, the times for usage, the amenities sought and the most valued attributes of the space.

By reflecting on these issues, contributes can be given to creation of more effective planning policies for designing and managing public spaces, where the local voice and identity and the global scale can meet and co-exist, without losing one or the other.

## 434 | HEARING THE ENVIRONMENT: WAY-FINDING PERFORMANCE OF BLIND PEOPLE IN LISBON CITY CENTER

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**ABSTRACT:** The majority of people perceive space multi-dimensionally, however, blind people are more conscientious of non-visual constituents of space. Although there is extensive amount of research on mobility, perception, and way-finding of blind people, there is a lack of research about the interaction between the built environment and the wayfinding performance of blind users. This study investigates the strategies used by congenitally blind individuals (N=5) during their way-finding process in urban outdoor contexts. Familiarity with the environment was also investigated. It also compared wayfinding performance and strategic decisions when one of the senses are heightened or blocked. The aim of the study was to assess the extent to which the auditory cues, from the environment, are of primary importance for the wayfinding strategies. The study took place in a complex urban environment in Lisbon's city center. An initial visit to the area was made by the researcher alone to determine the route and to identify the turning points along the route which would provide environmental sensory cues such as sound, touch or smell. Each participant was requested to perform the same way-finding task with and without headphones to hamper hearing. The conditions order was counter-balanced, that is, half of the sample performed first the way-finding task with auditory cues and then no auditory cues and the other half performed in the reverse order. In this study, multi-trial learning tasks, consisting of a learning phase, test phase and post-test, were used. The main task was to reach the final destination following a pre-determined and pre-learned route. During the learning phase, a first trial was conducted along the selected route for each participant together with the researcher. The researcher walked near the participant without holding their arms. The participants were asked to walk, as they would do customarily. In this phase, the researcher gave them relevant information about the area. In the test phase, the participants were requested to re-walk the route, to reach the target destination, while verbalizing their experiences (e.g., difficulties, doubts, strategies). This phase was conducted under two different conditions (with and without headphones). In the post-test phase, participants were asked questions about their experiences and strategies during the way-finding task, under the two conditions. The results suggest that auditory information was the most used environmental cue and feeling of enclosure is the most important environmental feature during way-finding. The results corroborate previous findings suggesting that increased familiarity with the environment results in better way-finding strategies. This study highlights multi-dimensional sensory experience of urban environments and non-visual aspects of spatial perception, which have implications for an inclusive design of environments.

## 630 | THE WALKABILITY AND THE VALUES OF A STREET IN BRASÍLIA

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**ABSTRACT:** There are several purposes besides vehicle traffic for the cities' streets, in the same way that the sidewalks have other roles besides welcoming pedestrians. Therefore, the streets and sidewalks of a city show themselves as its most vital organs, since it is through the urban network that we carry out our journey and our exchanges in the city.

Over time and with the development of cities, urban centers have been expanding and, consequently, a large part of those cities have been spreading, taking the houses farther and farther away from the already consolidated centers and thus giving rise to new centralities. Thereby, we see today a reality in which most people in medium and large cities opt for the car mobility due to the long distances and intrinsic ease came with technology and fastness of car, which leads to the swelling of the road system and causes, in addition to traffic, other problems for urban dynamics such as the decrease of the pedestrian public on streets. The walkability is a quantitative and qualitative measure that indicates how friendly an area is for walks and use of public space. Some of the factors that influence its definition are the quality of roads and sidewalks, traffic conditions, land use patterns, accessibility and safety, among others. For all that it represents, the walkability is an important concept in a sustainable urban conception.

In a dated era, the planning of Brasília, in a modernist perspective, emerged as a new way of life, in which its new proposals of urban construction were developed as mechanisms of social change, evidenced in the way in which the concrete was worked, or in the introduction of new buildings, modifying the entire urban fabric. Lucio Costa's proposal materialized regarding the manifests of the Congrès Internationaux d'Architecture Moderne, for which modern architecture and urbanism were the means for the creation of new forms of collective association, of personal habits and daily life. However, what is raised is that a city, planned with the modernist precepts, which aimed, above all, a revolution in the social structure, turned out to be a city remarkable hostile to pedestrians.

The article proposed in this abstract comes with the intention of drawing a dialogue between the different values and concepts attributed to the street and the concept and its current search for the prioritization of walkability in sustainable urban planning, using as background the idealization and implementation of a city that escapes the known "standards": Brasília.

## 954 | 'SAVING' TOWN CENTRES THROUGH EXPANDING NIGHT-TIME ACTIVITIES: THE CASE OF BRIXTON, LONDON

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**ABSTRACT:** This paper addresses the question posed in the the track descriptor, 'How can spatial design and development, and the articulation of urban spaces, reconcile the rich cultural heritage of European cities with their rapidly changing circumstances?' It does this through a case study of Brixton town centre in south-east London, drawing on empirical research sponsored by the Greater London Authority's London Night Time Commission. The research was carried out by a multi-disciplinary team and draws on a mixture of methods and a variety of different secondary and primary data sources, ranging from economic data and crime statistics to mapping, photographs, observation and interviews. The case study offers insights into a fascinating process of regeneration in a highly charged, multi-cultural context, in a centre which three decades previously had been famously identified with race riots, crime and urban deprivation.

This paper offers a nuanced account of the expansion in Brixton's evening and night-time economy (ENTE), charting how the positive impacts of public realm improvements, a more sensitive approach to local planning and other types of regulation combined with the support of small-scale entrepreneurship supported the transformation of the town centre into a lively, inclusive and distinctive place. The benefits of expansion have resulted in a vibrant re-use of Brixton's historic market buildings and the conservation and

re-configuration of its built heritage. Cultural activities and in particular, live music form an important part of the centre's 'offer' as a destination. These benefits have in turn supported Brixton's daytime economy. This is not to suggest that the trajectory of Brixton's regeneration is without problems, for there are continuing and ongoing conflicts between the interests of investors, visitors, the local authority, transport authorities, local residents and local businesses, all in the context of an over-heated London property market.

In constructing the narrative of Brixton's transformation from social exclusion to cultural inclusion, the paper will pay specific attention to Brixton's built form and urban layout; to its positioning in the collective memory of Londoners (Rossi 1984), aspects which are frequently overlooked in studies of nightlife (Hadfield 2015). This reflection will contribute to contemporary debates about place-making (Carmona 2014). In doing this, it will inevitably pose the question, to what extent is Brixton unique? Does the specificity of its urban structure, form and history suggest that its 'success' cannot be replicated?

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**SLOT T04.S10 | ROOM GA4 | SOFIA MORGADO | FA-ULISBOA**

## **294 | CHINESE PUBLIC INTEREST RETURN AFTER METROPOLIS CREATING WAVE—TAKING THE CONSTRUCTION OF SHENZHEN BAY RECREATIVE SEAFRONT IN CHINA AS AN EXAMPLE**

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**ABSTRACT:** Shenzhen is located in the South of China, east of the Pearl River Delta, bordering Hong Kong to the south. It's one of the fastest growing cities in China with intense economic vitality. Within a short period of 35 years, Shenzhen achieved a great leap from a small fishing village to an ultra-large city with resident population of nearly twenty million. It has created a miracle in urban history, but directly pursued economic development at the early age of city construction while ignoring residents' life and activities, especially in the use of the waterfront space. Such as 1 Coastlines of city center area are almost productive shorelines, scarce natural and living shorelines; 2 Coastal space is closed and negative, occupied by various buildings, ports, manufactories and expressways, there is no relation between Shenzhen Bay and city life; 3 The characteristics of Coastal city aren't obvious; 4 Citizen's living standard is improving day by day while the mental needs are increasing, the public strongly demands the opening of waterfront spaces. Shenzhen municipal government implemented the relevant works of Shenzhen Bay recreative seafront since 2003, the project started in the west of The Nanhai Hotel, through the whole coast line of Shenzhen Bay, east to the Mangrove Nature Reserve Area, with a total length of 15 km. The specific measures are 1 Dig deeper into the coastal natural resources of Shenzhen Bay, making full use of the shoreline, building a complete form and functional ecological system based on the Mangrove Nature Reserve Area; 2 Open the closed seafront, shaping the rich coastlines and create a subtropical city coastal leisure space, meanwhile increase various functions such as leisure tourism, sports, fitness and so on ; 3 Clear and strengthen the concept of coastal public open space, and transformed into a public water-friendly zone; 4 High standards planning and construction, selected high level landscape design through international consulting in 2003 and 2004, then actively organized public participation. The east 9 km coastline was built up in 2011, gained the public recognition and praise immediately in Shenzhen and the Pearl River Delta region. It became the symbol of Shenzhen which is a modern coastal city. The project has received numerous awards, including the 2014 China habitat environment award, the ninth International Federation of landscape Architects Award. This project is the rethink and breakthrough of modern city construction with characteristics of concrete forest, ignoring the public space and natural environment, is the rational retune after twenty years of crazy construction. Urban space is not only the carrier of urban economic development, we need to guide the future urban planning and construction activities with the positive concept of people-oriented and nature returning.

**KEYWORDS:** Public space, Public interest, Coastal characteristics, Shenzhen, China

## **629 | PATHS TO AN URBAN REHABILITATION PROCESS IN BAIRRO ALTO AND BICA (LISBON)**

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**ABSTRACT:** The paper seeks to explore results from the ongoing project Contribution to a study of Bairro Alto and Bica: modes and dynamics of intervention in the urban realm, at the Murbs/ CIAUD, Faculty of Architecture, University of Lisbon.

The project aims to study and develop urban intervention strategies and practices in areas to be valued and preserved in terms of urban and architectural heritage, lifelong ageing inhabitants and short term young residents, under heavy touristic pressure.

In this case, the study is applied to the Area of Intervention of the Urban Rehabilitation Detail Plan of Bairro Alto and Bica (PPRUBAB) and balances, in scientific terms, the work currently being carried out by the team in collaboration with the Municipality of Lisbon's Planning Department (CML) for this plan. A group of Masters Students is currently developing proposals under the supervision of the project team.

Public space, temporary and permanent forms of housing, socio-economic dynamics induced by growing tourism, management and redesign of minimal-size public space under shortage of parking and car space, will be critical factors to consider.

The team will resort to previously gathered information collected by building and street (with the assistance of drone, laser distance measurers and a detailed photography portfolio) and which is available in GIS thematic cartography (land use, stores, construction type, maintenance status and so forth).

The team expects that this and further work about heritage and public space qualities will allow the development of urban design strategies grounded in, among others:

- a deep intervention by the CML in its public spaces preceding any other action, and using the Urban Rehabilitation Area fund;
- a thorough reorganization of traffic, public transportation, parking lots (for residents and visitors) giving the people the prime role in the urban public space and the identification of new pocket spaces;
- identifying priority rehabilitation works in private owned buildings in close partnership with the municipality, especially in building classified as heritage.

Debating these topics with a wider audience is seen by the team as of value for further developments.

## 780 | WHAT IS AN 'ETHNIC' STREET? LAND-USE AND BUILT-FORM CHARACTERISTIC OF SUPER-DIVERSE SHOPPING STREETS IN BANKSTOWN, SYDNEY

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**ABSTRACT:** Within the literature on planning and cultural diversity, it is commonly assumed that spatial practices of immigrant groups significantly modify the look and feel of local shopping streets. As Zukin et al. (2016) put it: From the way it looks, a local shopping street delivers a powerful message about whether a neighbourhood is rich or poor, with a majority of one ethnic group or another. This message about the space can be read by everyone (Zukin et al 2016: 13). Yet more often than not the particular 'differences' that allow these spaces to be 'read' in this way are assumed rather than analysed via detailed analysis of land use and built form practices.

This paper seeks to understand the precise ways in which culturally diverse are 'different' in terms of use, form and spatial practices. Its focus is on eight local centres and main streets located in the catchment of Bankstown, within the western suburbs of Sydney, Australia. These centres service some of the most culturally diverse suburbs in Australia, including communities with residents who were born in 130 different nations. By any account, these communities would qualify as 'super-diverse', yet this diversity is not equally distributed. Some are dominated by Australian-born residents, some by residents from particular overseas locations, and others again are dominated by no one ethnic group. Despite this, analysis of key urban design features (including functions, public/private interface adaptations, signage and spatial structure) generally reveals only minor differences between the case studies. Indeed, to find substantive differences, it is necessary to descend to a very fine-grained level of analysis (products on shelves, for example, or the materials used to transform an erstwhile transparent interface into an opaque interface). In other words, the 'differences' uncovered are tantamount to what Baudrillard (1998) dubs smallest marginal differences that animate ordinary, everyday consumption practices throughout much of the Western world.

The paper raises questions about the extent to which the 'differences' attributed to 'ethnic streets' might be rightly called 'different'. Are these spaces not so much 'different' as 'dangerously similar'? Could it be the case that this 'dangerous similarity', as gleaned through the built environment, is closer to the cause of racism than failure to understand and respect 'difference'?



## 897 | REUSING HERITAGE: ACTIVIST PLANNING FOR PLACE-BASED REGENERATION PROCESSES

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**ABSTRACT:** The research aims at discussing the potential role of reusing abandoned built heritage as driver for place-based regeneration processes. The study focuses on disused railway heritage in Italy because of its relevant size, the low percentage of effective initiatives, and its strategical position into the territory.

In European context, successful initiatives show the considerable role of political agenda and economic programmes as well as shared interests among institutional subjects, associations, entrepreneurs and local communities to achieve common goals. In Italy, these necessary components are often lacking, especially in terms of strategic initiatives and dialogue between policy makers, activists and socio-economic stakeholders, although the National Railway Company (RFI) has promoted institutional initiatives in the last decades. In this field, could activist planning have a key role for regeneration processes by recycling unused heritage? Could activist planning contribute to new territorial metabolisms, especially in deprived and marginal areas?

The Southern case of Campania Region has been selected taking into account that it is included among the regions that need support to promote development and reduce regional disparities in European countries, according to European Structural Funds and Cohesion Fund. In this region, on one hand, the potentiality of railway heritage has been recognised for its being an existent infrastructure network on the territory that could link cultural, historical and environmental resources; on the other hand, the crisis of 2008 has cut down investments addressing main of them to sustain market-led processes. This conflicting scenario has induced social reactions such as civic movements, new local associations and community-based initiatives that have a proactive role in carrying out bottom up planning initiatives.

To discuss that, the researchers have selected a case study in the Campania Region – the Old Track of Codola (province of Salerno) – to reflect on the process induced by activist planning in reusing railway heritage. Through the consultation of indirect sources, fieldwork sessions, interaction with local key actors of the selected case study, the research group aims at verifying if bottom-up reuse initiatives are able to trigger place-based regeneration processes, producing positive impacts in terms of social, economic and cultural dimension.

**KEYWORDS:** Railway heritage, reuse, place-based regeneration process, Campania, activist planning

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## 1020 | HOW DO CONSERVATION POLICIES AFFECT THE WAY IN WHICH PEOPLE VALUE HERITAGE?

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**ABSTRACT:** The purpose of this paper is to to examine whether and how the act of conservation affects perceptions of heritage, focusing on Greek traditional settlements. The aim is to contribute to conservation literature, by questioning the role of conservation in the perception of heritage in general and in values of heritage in particular, a topic that remains understudied (Pendlebury 2009; Alonso 2012). The material for this paper stems from a wider study, which follows a perception - based case study approach to explore the way in which local residents 'construct' heritage. Based on the interviews of an extended number of residents of 6 traditional settlements in Mount Pelion in Greece, the paper provides rich empirical evidence

in concepts often abstractly addressed (Hobson 2004, p. 7; Sorensen and Carman 2009; Howard 2003; Smith 2006), such as awareness of heritage and certain values of heritage as experienced by the local population. On top of that, it further questions whether and how conservation policies have impacted on the awareness and construction of these values, arguing that it is necessary to understand the dynamics between policies imposed by experts and the population affected by them, if we are to build more effective and welcome conservation policies.

The paper focuses on two key strands. The first draws on the role of conservation in the selection of heritage; the second investigates the impact of conservation policy on the way in which people value heritage. According to the findings, conservation seems to affect selection and values relative to what people know about heritage in the area rather than the values related to their feelings about it. In many instances, conservation triggered awareness of heritage and served as a vehicle of new information stimulating residents' attention to old structures which they did not consider as important before. However, due to the focus of the conservation framework on the built environment and in particular on certain structures, conservation impacted on how and what was identified as heritage. This was evident in the way that conservation increased participants' awareness, and prioritization, of certain built elements over others, often disregarding intangible aspects. Concerning the influence of conservation on the values of heritage, the framework appears to have an impact only on values that reflect people's beliefs based on their knowledge. Reflecting on the advantages and disadvantages of conservation residents' identified conservation enhanced or weakened certain values. On other values. What is particularly crucial is that the negative impacts of conservation on some values may counterbalance its positive effect on others, leading not only to the decrease of economic, social and environmental values but to a clash of values. Hence, despite the recognition of the numerous values of heritage, residents' may often compromise or reconsider them when issues related to their daily life are affected.

In view of the above, considering not only the potential impacts of conservation policy on people's perceptions of heritage but how people use the built environment being targeted may be crucial in building more balanced and practical conservation policies. This may ensure that regulations are more welcomed by day to day users and ensure the elements being conserved and protected meet the expectation not only of experts but those who live and work in the settlements.

## 1104 | RESILIENCE ASSESSMENT TOOL FOR PUBLIC SPACE REGENERATION. THE ISCHIA COASTAL ZONE CASE STUDY

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**ABSTRACT:** The concept of vulnerability is applied to territorial systems to describe the degree to which geophysical, biological and socio-economic sub-systems are susceptible to the adverse impacts of dangerous events. The urban overall vulnerability depends therefore on physical, social, economic and functional factors and their interrelations, which can be influenced at the urban scale through urban planning and spatial design tools. In urban coastal areas, at a lower scale, public spaces should be identified as safe places in the case of dangerous events, enhancing the reacting capacity of the overall urban system before, during and after extreme events / stresses. Moreover, they are often rich in cultural heritage and are part of / valorise beautiful landscapes. Thus, a multidimensional, trans-disciplinary approach is required for the assessment of their complex vulnerability, with the final aim of reducing risks for people and heritage. The reacting capacity of a territorial system to multiple stresses can be described as its resilience. Systemic resilience expresses a multidimensional concept defined as the ability to prepare and plan for, absorb, recover from and successfully adapt to stressing circumstances.

Specific quantitative and qualitative spatial indicators are essential to assess whether and how public spaces can shift from a high vulnerability status to systemic resilience. Although many evaluation frameworks have been developed for resilience assessment at the urban scale, at present there is not a general agreement for defining safe and resilient public space. The aim of this study is to develop a methodology for the reduction of vulnerability of public spaces, considering the presence of cultural heritage, and identify indicators of resilience, providing a scalable and replicable tool for the valuation and guidelines for the enhancement of public spaces in the face of hazardous events.

The proposed approach will be pilot tested in the coastal area of Ischia Island (Southern Italy), where the Site of Community Importance (coastal cliffs, Fiaiano pinewood and *Cyperus polystachyus* station), and the cultural heritage (Aragonese Castle, archeological and religious assets) are exposed to natural and man-made hazards, providing a complex study framework.

**SLOT T04.S18 | ROOM GA5 | JULIANA MARTINS | BARTLETT  
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## **86 | DESIGN-LED MEGA URBAN REDEVELOPMENT IN THE GLOBAL CITY: CONTESTED URBAN DESIGN GOVERNANCE IN BARANGAROO, SYDNEY**

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**ABSTRACT:** Mega urban redevelopment projects are conspicuous in the remaking of contemporary global cities. They are regarded as important contributors to global competitiveness, through attracting investment, talent, tourism, and international brand recognition. At the same time, urban design is increasingly used as a neo-liberalised tool in the redevelopment process. However, mega urban redevelopment is hardly a smooth or consensus-based process; it is often a battlefield of competing public and private interests underpinned by different ideologies.

In this context, our paper critically examines the processes and outcomes of urban design regulation in the Barangaroo mega-project. This is a 22 hectare maritime brownfields redevelopment on the western fringe of Sydney's CBD whose planning, design and development has polarised public opinion since its inception in the early 2000s with an international ideas competition. The major issues have included a remote and monopolistic governance regime, multiple reworkings of development controls, commodification of heritage, overdevelopment, tensions between state and local government, the role of development corporations, and progressive erosion of the public realm on what was initially crown land. We dissect Barangaroo's urban design governance through accessing public accessible records (plans, reports, submissions, and media reportage) and interviewing key actors (government representatives, developers, designers, planning consultants, and commentators). We identify a triad of the public sector, the private sector and community groups, all employing both formal and informal tools to represent their visions in a contested process. Several observations are drawn from the Barangaroo experience. First, mega urban redevelopment projects require a robust design governance approach that is resilient to long-term development process, and politics and market changes. Second, the government should take a strategic and leading role through building up governance capacity. Third, the operationalisation of an effective design governance approach is essentially about managing disputes to achieve integration between competing parties. And fourth, a collaborative approach is crucial to engage proponents and opponents into communication and consultation, in order to build up consensus and trust, and to align competing interests.

The still unfinished Barangaroo is Sydney's contribution to the typology of design-led mega urban redevelopments in contemporary global cities. The paper concludes by relating our findings to the existing literature on urban mega-projects and the public interest, and by re-theorising design governance as a multi-actor and participatory process of balancing different interests through the property development process.

## **192 | URBAN PUBLIC SPACE AS A COMMON POOL RESOURCE: MANAGING PUBLICNESS THROUGH CLUBS**

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**ABSTRACT:** This paper reports on forms of urban public spaces governance that are emerging in the UK out of a rearrangement of governance responsibilities between local government, communities and private interests. Under pressure from budget cuts, local authorities have sought to transfer management and governance rights over public space to those most prepared to exert them, from local residents to large businesses. The paper looks at public space as an urban common-pool resource (difficult to exclude from consumption but rivalrous in that congestion and conflict occur). Existing and emerging forms of

public space governance are ways of establishing systems of rights capable of governing those resources in the public interest. Seen in this light, austerity is causing a review of more traditional public space governance arrangements and a consequent rearrangement of rights and of the roles, power, and accountability norms that come with them. The research problem the paper investigates is that of the growing importance of 'small publics', replacing a broader notion of 'public'. The reallocation of rights over public space governance favouring the allocation of collective management rights to residents, local businesses and civic groups might provide a more responsive public space management and even contribute towards the formation of new social practices. However, it does so at the cost of privileging some forms of utility desired by some stakeholders as opposed to others, and even of excluding rights and entitlements that might be desirable in a polity, with potential consequences for distributional justice. Based on cases of public spaces in London under a variety of different governance arrangements, the paper critiques the dominant explanations of those processes and suggests a far more complex picture in which empowerment and disempowerment of stakeholders of various kinds happen at the same time, along complex lines defined by geography, strength of stake and representation of that stake in a formalised governance transfer contract. As the paper suggests, the resulting 'localisation' of governance, the devolution of governance responsibilities to those local actors with the stronger stake on them, does not intrinsically reduce the publicness dimension of public space. However, it certainly reshapes that notion towards one with a variety of 'publicnesses'- with their own governance dynamics, issues of legitimacy and accountability, and positive and negative consequences.

## 289 | GEZI PARK OCCUPATION, THE NEO-LIBERAL CITY AND THE NEGATION OF URBAN DESIGN

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**ABSTRACT:** It is well understood that the neo-liberal city is failing from within through its implosions and explosions. Indeed, the neo-liberal city is facing an immanent crisis, confronting a violent surge in racial, ethnic and class segregation, extreme inequality and alarming degeneration of the natural environment. The evidence and also one of the consequences of this well debated crisis, is the negation of establishment (state power) by the 'ordinary citizens'. This negation, resistance and conflict is the consequence of an imbalance in the social production of space, literally and symbolically. This paper unpacks a process that entails the occupation and appropriation of a public space in central Istanbul; as an anti-establishment movement that negates and resists the force of 'urban design' as the physical imposition of state ideology. In this case, the anti-design is the design itself, which empowers and acknowledges the existing abstraction, homogenisation and violence, while resisting and abating it. This paper is based on a broader project on rethinking the notion of 'public space' and urban movements within the context of Global South cities and uses the Gezi Park Movement as a case study for analysing the process of production of space and the emergence of representational spaces of resistance. The analysis mainly relies on lived experiences of the movement's participants, auto-ethnography, literary accounts of writers from Istanbul and works of Lefebvre. This paper argues that the meaning of 'urban design' – in a time that urban segregation, division and antagonism is an imposed normality for many within our society – should be radically challenged and suggests new possibilities for a different understanding of urban design, not as a fragmented discipline manufactured by state's educational system, but as a radical poetic way of life.

## 642 | ASSESSING THE PUBLICNESS OF 'PLANNED' PUBLIC OPEN SPACES PROGRESSIVELY: THE AU MODEL OF PUBLICNESS

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**ABSTRACT:** Over the last three decades, public open space literature has been critical of the increasing involvement of private sector in contemporary practices of public open space planning and development. Critiques on private actors' involvement in public open space development are largely based on the notion of a 'highly public' public domain, argued to have existed in the public open spaces such as parks and squares in pre-WW II cities of Western Europe due to strong state presence in their development. However, as counter-critiques argue, the involvement of private actors in contemporary practices of public open space development is inevitable and could also be beneficial, particularly in emerging Asian

economies whose cities are majorly built by private initiatives. And, as such counter-critiques argue, a reconceptualization of publicness as a phenomenon independent of sole state participation, and policies for public open space development based on novel combinations of state, civil society, and private sector participation are strongly warranted.

Along these lines, this paper presents a model and method for assessing publicness of 'planned' public open spaces empirically – termed as AU model. The proposed AU model is progressive, as a public open space is assessed in various stages of its development beginning from its planning - as part of an urban space - to its design, development, and management. Here, publicness is conceptualized based on two attributes – access and use, considered to be its core ideals and that the freedom of which makes a space public, and thereby the name AU. To assess the attributes of access and use, AU model is broadly conceived to constitute of two sub-models: quantitative publicness and qualitative publicness. While sub-model of quantitative publicness is conceptualized to measure the degree to which 'planned' public open spaces are developed into publicly accessible spaces, sub-model of qualitative publicness is conceptualized to measure the degree to which publicly accessible spaces - based on three dimensions viz., physical configuration, control, and civility - encourage use by the larger public of the city. Besides, sub-model of qualitative publicness is explicated furthermore into an operational model in which the above-mentioned three dimensions are measured and graphically represented through 15 indicators. Compared to existing pragmatic publicness assessment models, the proposed AU model is significant in providing a progressive, systematic, and comprehensive assessment of public open spaces and related policies. Primarily, it can be used to comparatively assess publicness of public open spaces that emerged under different planning policies, forms of provision, and management regimes. The paper is in five parts. The first part discusses the contemporary practices of public open space development and the associated debates on private sector participation. The second part discusses and then conceptualizes the nature of 'planned' public open spaces and their process of development. Third part conceptualizes publicness and explains the proposed AU model of publicness. Fourth part shows an application of the model to the case of parks in the city of Chennai, India. The final part discusses the model's applications in urban design research and practice and future research directions.

## 820 - PUBLIC SPACE INTERVENTIONS IN LISBON'S (CONTESTED) RESURGENCE: WHO, WHAT, AND FOR WHOM?

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**ABSTRACT:** Following the financial crisis and the Troika intervention in Portugal (2011-15), the capital Lisbon has arguably been witnessing an urban 'resurgence' fuelled by a sharp increase in tourism, a myriad of building rehabilitation projects, and growing flows of foreign investment. These processes have been accompanied by a significant physical transformation of the city and a strong public space design agenda underpinning the Municipality's urban policy. Key interventions in the last decade included: the redesign of the riverfront and main square (Terreiro do Paço), renovation of parks and viewpoints, and more recently the "One Square in Each Neighborhood" programme, and the redesign of main arteries to increase the space for pedestrians and cyclists. Many of these projects are led by the Municipality but there have been important efforts to develop bottom-up and participatory models for urban intervention. In 2008, the Municipality launched a Participatory Budget at the municipal scale and, since 2011, it runs the BIP/ZIP program (Neighborhoods and Zones for Priority Intervention) to fund and support micro-scale urban projects promoted by grassroots organizations in deprived areas. Despite limited budgets, these programmes seem to play a role in the city's transformation. Lisbon thus offers an interesting case to explore how different forms of defining and carrying out design interventions in urban space intersect, support, and/or contradict processes of urban change associated with both austerity and urban resurgence, particularly emergent forms of gentrification and touristification. Drawing on the analysis of secondary data regarding public space interventions in the last decade, and interviews with policy-makers, stakeholders, and designers, this paper examines and contrasts the projects developed under these three different models (Municipal-led, Participatory Budget, and BIP/ZIP) in order to: (1) identify the scale and type of projects developed through different models and the multiple stakeholders involved in their development; (2) examine the objectives and design rationale of these projects, the design and delivery process, and whom they aimed to benefit; and (3) explore how these projects relate with the regeneration of the urban environment and (contested) processes of urban change. This paper aims to contribute to the understanding of how the city's design agenda is being shaped by a variety of actors with several – and conflicting – interests operating with the Municipality at different levels, further revealing the contemporary role(s) of urban design within wider urban processes.



**SLOT T05.S02 | ROOM V1.09 | ISABEL LOUPA RAMOS | IST-  
ULISBOA**

## **27 | ECOSYSTEM SERVICES AND LANDSCAPE URBANIZATION. SPATIAL ASSESSMENT IN UPPER SILESIA, CENTRAL EUROPE.**

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**ABSTRACT:** Landscapes are providers of fundamental ecosystem services (ES) which are crucial for society, such as supplying commodities, providing aesthetics and recreation. However under a process of landscape urbanization potential provision of ES will eventually shrink. Landscape urbanization is a complex spatial process which takes place in rural areas usually far beyond urban cores, making it difficult to quantify. Yet, little is known about the provision of ES those areas provided. Furthermore there is no evidence on the spatial variability of the relationship between ES and landscape urbanization. To explore these relationships a spatial analysis was carried out in Upper Silesia, central Europe. Technomass was used as landscape indicator to assess levels of landscape urbanization. In a second step potential provision of ES was assessed on a land cover based method. Finally to ascertain the spatial variability between urbanization levels and ES provision across the landscape a geographically weighted regression model was developed. Results show a statistically significant variability across the landscape for several ES, showing that this relationship is not constant. Such assessments are vital for advancing in the use of ES framework in practical planning.

## **194 | OILANDSCAPES. AGRO-ENERGY PARKS AS POSSIBLE URBAN MODELS FOR THE THIRD INDUSTRIAL REVOLUTION**

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**ABSTRACT:** Industrialization has always been carrier of new urban models, which deeply shaped territories according to productive patterns and infrastructures. If during the first industrial revolution productive settlements were mostly established in proximity of coal-mines, the energetic transition from coal to oil of the second industrial revolution has principally moved industries in proximity of oil unloading sites, as harbours are.

In parallel, energy production is closely related to industrial revolutions. We can assert that carbon-fossil resources' availability has been one of the principal criteria for the definition of territorial planning strategies and urban landscapes. From the beginning of the industrialization era until today, the extraction of carbon-fossil resources has required the investment of huge amounts of funds, because of the necessity of the deployment of a widespread infrastructural network, and in particular of two kinds of infrastructures: mobility and energetic infrastructures.

According to J. Rifkin, the Third Industrial Revolution will be lead by a transition towards renewable energies production and we suppose that an improvement of energetic and mobility infrastructural networks will be required to better respond to contemporary socio-economic challenges. In that case, oil infrastructures will soon result obsolete, leaving polluted sites in proximity of protected and very fragile environmental contexts. In this sense, moving away from a 'tabula rasa' approach, we want to consider oil infrastructures as part of the territorial 'palimpsest' (A. Corboz) and think about how it would be possible to couple socio-ecological values to these oil landscapes and which role they could play in a vast territorial and infrastructural restructuring which looks forward to the Third Industrial Revolution.

A new narrative for 'oil meshes' has to be sought and we think that, thanks to their historical proximity to green infrastructures and their original productive identity, the Agro-energy park model could represent a plausible territorial strategic vision, which couples naturalization processes and renewable energy



production for social inclusion. Thus, if the First Industrial Revolution left us density as its corresponding urban model, and the Second one suburbs and sprawl, how the territories of the Third Industrial Revolution will look like and what will be the corresponding urban model?

Thanks to some GIS mapping tools, the paper will firstly compare two very different European territorial palimpsests (the Ruhr region and the Eastern Po valley), which are representative of the two previous Industrial Revolutions, trying to extrapolate which indicators could describe the different planning criteria of those carbon-fossil based infrastructures.

Starting from these first comparative considerations, the paper will deepen the role of these indicators if projected in the Third Industrial Revolution framework and wants to investigate the role of 'oilscapes', speculating on their potential of being a territorial support for an energetic and ecologic regeneration of post-productive and suburban landscapes, through the definition of new green infrastructures' hierarchies and of new social and urban centralities in the city-territory.

The case study of the Eastern Po valley's oil mesh will be explored to set up some possible multi-scalar scenarios (landscape/urban/architecture), which look at new ecologic territorial strategic visions.

## 252 | SPATIAL ANALYSIS OF GREEN AND GREY SYSTEMS IN THE URBAN CROSS-BORDER LANDSCAPE OF CIESZYN AND ČESKÝ TĚŠÍN, CENTRAL EUROPE

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**ABSTRACT:** Green systems such as parks, green infrastructures, forest and the like, are fundamental for biodiversity and the quality of life of urban populations. Grey systems compounded by buildings, technical infrastructures and anthropogenic materials are the body of society. Sustainable development depends on the articulation of both and its adequate inclusion within planning and governance frameworks. However up to date approaches integrating both green and grey systems are still underdeveloped.

The study aims to (1) access and analyze the spatial structure urban green and grey systems located within the Czech-Polish cross-border urban landscape and (2) analyze the potential provision of ecosystem services in the urban cross-border landscape.

The study was carried out in the cross-border urban landscape of the city of Cieszyn (PL) and Český Těšín (CZ), forming one urban system divided with the border line frontier.

Land cover (LC) data prepared accordingly to INSPIRE regulation, was collected both from Polish and Czech sources. The LC classes were classified as belonging either to the green system or to the grey system separately for Český Těšín and Cieszyn.

The methodology was divided in two consecutive steps: 1) in the first step a 2 dimensional analyses was performed using specific landscape spatial indicators, such as the area of patches belonging to green or to grey system and the shortest distance of patch centroid to the border line. In the second step, to grasp the 3 dimensional specificity of the cross-border urban landscape, a grid analysis using technomass ( $\Psi$ ) and Normalized Difference Vegetation Index (NDVI) indicators was performed. Here the shortest distance of cell centroids to the border line was calculated and the amount of inhabitants per cell (I) was estimated.

The ratio between technomass, amount of inhabitants and NDVI was used as a proxy indicator for provision of ES, mainly for the identification of deficit areas according to the specific provision of ES.

The results were spatially analyzed in linear buffers from the border line. The spatial analyze of the results in linear buffers created to the border line shows better performance of technomass and NDVI indicators in assessing the cross-border urban landscape asymmetries. The study shows significant spatial asymmetries indicated inter alia by the share of grey and green systems and the distribution of ES deficit areas. The spatial asymmetries of urban cross-border landscape indicate the need of urban governance covering the whole cross-border urban system.

## 854 | KNOWLEDGE-BASED GREEN INFRASTRUCTURE AND ECOSYSTEM SERVICES.

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**ABSTRACT:** The paper focuses on the urban growth of cities and regions, particularly with reference to the potential conflicts between changing land-use, Green Infrastructure (GI) and Ecosystem Services (ES). Recently, GI has been defined as an ecological and spatial concept for promoting ecosystem health and resilience, contributing to biodiversity conservation, and benefiting humans by promoting the delivery of ES. ES can be categorized as providing services, supporting services, regulating services and cultural services. In spite of the existing research carried out around the world, the value of GI and benefits from the ES are still unknown for a large group of experts and non-experts. The knowledge gap on GI and ES concepts within the land-use planning and data gathering still seems a problem that pervade planning in cities. The aim of the study is to explore the discourse formation on GI and ES that are potentially endangered in the urban contexts.

The paper draws on the planning theory and practice that existing knowledge does not automatically inform planning practice. Practically, the challenge is to understand how planning could be made more informed while retaining its special nature in creating visual and discourse formations. We need to understand how planning practitioners, policy makers and other stakeholders participate in gathering and constructing knowledge that is used in dialogues between them, fostering legitimacy of the political and planning process.

As case studies, the paper presents the Helsinki Uusimaa Region and the City of Järvenpää. The Helsinki Uusimaa Region consists of 26 municipalities and populated by 1.6 million inhabitants. The City of Järvenpää is located in the Central Uusimaa Region (35 km far away from Helsinki) and populated by 41,000 inhabitants. In both cases, wide spectrum of GIS data, spatial classifications and GIS analyses for assessing GI and ES have been already commissioned and provided by the Finnish Environment Institute. In addition to the literature review on GI and ES concepts, the research methods used are, the critical discourse analysis of planning documents from the Helsinki Uusimaa Region and from the City of Järvenpää, in-depth interviews to regional and local authorities as well as city planners involved in the planning process.

Findings from the literature show that, despite the comprehensive knowledge of all categories of ES, the supporting and cultural services are still dominating the field of regional and urban planning. Furthermore, studies on classification of GI according to their accessibility and visitability and usability (adding the concept of public and private) are still relatively scarce.

The preliminary results from the planning documents show that the Helsinki Uusimaa Council has introduced GI and ES approaches in the regional policies, however, the planning strategies are still too abstract. The City of Järvenpää has recently started developing the new master plan. Thus, this study will present the results from the depth-interviews that will be conducted within the next months. The questions will be related to, several topics, such as the effective use of the collected data on GI and ES and the development of the two concepts in the planning practices. The discussion moves to the possibility to help planners and policy makers to deal with this new challenge. The collected multi-method data (qualitative and quantitative) can support the current gap in knowledge.

## 905 | PLANNING OF URBAN GREEN AREAS BASED ON GIS TOOLS

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**ABSTRACT:** Decision processes regarding the use of public resources in green infrastructure requires new approaches capable of providing on-going evaluation and trade-off analysis concerning the level of service that new urban green areas can provide in social-ecological terms. Such information is critical either to improve decision-making, planning practice (e.g. new locations) or even to improve landscape

design processes. In order to solve these concerns, the present study aims to provide a model-based tool that allow to estimate service areas in Oeiras municipal ecological structure, but also capable to geographically identify socially meaningful areas for public investment regarding new urban green spaces.

The study was developed in two phases. Grounded on kinematic laws and multi-criteria decision principles a conceptual model was initially shaped. Incorporating criteria and sub-criteria such as (i) the friction of slopes and (ii) the friction regarding physical conditions of the pedestrian public space (e.g. materials, dimensions, accessibility conditions, and others) into the model, the results revealed to be consistent with reality.

This allowed developing a decision support system based on PyGRASS and Django, in a second phase. The application was developed in Opensource environment using the Python language, which allows programming the model and having as outputs the simulation of green space service areas and the identification of geographical locations for new ones, improving decision-making in landscape planning context and optimizing human and financial public resources.

**KEYWORDS:** Service area; Green spaces; PyGRASS; Django; Python; GIS processing.

## 1200 | HOW URBAN DESIGN CAN HELP WITH FIGHTING THE SMOG CRISES FROM THE URBAN STRUCTURE'S PERSPECTIVES

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**ABSTRACT:** The word smog was first coined by Dr. Henry Antoine Des Voeux in his 1905 paper entitled Fog and Smoke for a meeting of the Public Health Congress, as a portmanteau of the words smoke and fog to refer to smoky fog (Allaby, 2009) Smog is a combined result of human activities and local climate conditions. When air emissions exceed the environmental carrying capacity of the atmosphere, fine particles such as PM<sub>2.5</sub> (Particulate Matter with a diameter of less than 2.5 mm) as well as other air pollutants continue to accumulate and then after a series of chemical processes they lead to a large scale of smog with a static weather (Ma et al., 2012; Tao et al., 2014; Wang et al., 2014a). As the result of dramatic and rocketing urbanization, smog is threatening sustainable development globally. Beijing, Shanghai, Delhi and some other metropolises of the rapidly urbanizing and emerging countries started to hit the headlines of news coverage due to the increasingly severe, frequent, and enduring smog episodes (Zhang and Samet, 2015; Hammitt and Zhou, 2006).

Smog crises could lead to enormous and disastrous damages to both human health and economy. The famous London smog incident in 1952 and Los Angeles smog crisis in 1955 have taken away thousands of people's lives (Gao, 2014; Davis and Bell, 2001). Moreover a recent study states that air pollution could impose annual economic costs that is equivalent to as much as 1.2% of Chinese GDP based on cost-of-illness valuation and 3.8% of GDP in China based on the willingness to pay (Zhang and Crooks, 2012). According to the report of Proceedings of the National Academy of Science (PNAS), the air pollution has caused a two-year reduction in life expectancy in Northern China (Chen et al., 2013).

As severe smog and haze crises have frequently occurred in central and eastern especially since 2012 and has extended to the southwest in 2016 (Shi et al., 2014; Tao et al., 2014), Smog has rapidly ascended to the top of environmental policy agendas in China. With some initial critical findings from the trailblazing research on the ground, few evidences have been identified that the smog alert and smog eating technologies and facilities currently implemented have significantly threatening the economic sustainability due to its high cost (Zhang and Samet, 2015; Sati and Mohan, 2014). Against this backdrop, the article aims to promote urban design strategies and principals to help with fighting the smog crises in a more sustainable way (both environmentally and economically). A wide range of researchers have identified and addressed the relationship between the urban form and urban air pollutants and urban smog (Marquez and Smith, 1999; Borrego et al., 2006; Stone, 2008; Manins et al., 1998; Seinfeld and Pandis, 2006). The latest research of urban form and urban smog has indicated that urban compactness and urban elongation are positively correlated to urban particulate matter (Liu, et. al, 2016). Therefore, this paper intends to complement the current methods to deal with the smog through the implication of urban form on smog as part of urban design strategies and principals to mitigate the deleterious consequences of air pollution. It will mainly focus the air circulation at the street level and the land use distribution which determine the location of emission sources at the urban level.

**SLOT T06.S02 | ROOM V1.11 | WIL ZONNEVELD | TU DELFT**

## **112 | PLANNING FOR ECO-URBANISATION IN CHINA: AN INTEGRATED SPATIAL FRAMEWORK**

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**ABSTRACT:** The introduction of the 'National New-type Urbanisation Plan' by the Chinese government in March 2014 signifies a shift in its urban development strategy towards a more human-centred and environmentally sustainable pathway by integrating 'ecological civilisation' into the urbanisation process. 'Eco-urbanisation', emphasising the importance of the ecological and environmental aspects of urbanisation, is not merely about the physical space, but also focuses on residents' different modes of production and consumption as they generate different environmental impacts. This involves balancing the stock and utilisation of different resources and the efficiency and equality of their allocation. In this dynamic process, resource allocation and management are carried out at different administrative levels and thus pose challenges for developing an integrated spatial planning approach for effective implementation and management of eco-urbanisation. Spatial planning could be seen as a broad concept which is 'more centrally concerned with the problem of coordination or integration of the spatial dimension of sectoral policies through a territorially based strategy' (Cullingworth & Nadin, 2006, 91–92).

This paper aims to thrash out the key principles of such an integrated spatial planning framework by examining: the flexibility of scaling; the workability of institutional / governance structure and capacity and the role of different forms of value and knowledge. The policy concept of meta-governance will be examined to see whether it can be used to provide both a flexible and workable management framework for China's multi-layered government structure. Meta-governance involves the imposition of, for example, procedures, guidance, targets and other conditions on network governance processes. Instruments used to reinforce meta-governance include contracts, performance management, and financial frameworks (Sehested, 2009). This network approach of governance has increasingly been adopted in European countries e.g. the Netherlands and the UK (Whitehead, 2003; Zonneveld & Spaans, 2014).

## **180 | PROMOTING SUSTAINABLE AND INCLUSIVE DEVELOPMENT IN THE EUROPEAN REGIONS. FIRST STEPS TOWARDS A PAN-EUROPEAN TYPOLOGY.**

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**ABSTRACT:** Since the reform of the Structural Funds in 1988, the European Union (EU) invested an increasing number of resources to promote the sustainable and inclusive development of its territory. Despite a more or less relevant filter role played by the Member States' national governments, the EU identified the regional level as the main institutional interlocutor through which to distribute its resources. Whilst turning the European regions into the main pivotal actors for the promotion of territorial development, this also raised a number of issues, mostly linked to the administrative differences that characterises the EU countries. More in detail, whereas the authorities responsible for delivering EU cohesion policy are identified with NUTS2 level regions, not all countries are provided with such administrative layer and, even where NUTS2 regions exist, they may be fully autonomous federal units, directly elected subnational entities, bodies characterised by second-level democracy or directly nominated by the centre, or purely statistical units. This heterogeneity, together with the simultaneous existence in the majority of the EU Member States of one or more autonomous sub-national policy level responsible for promoting territorial development clearly constitutes a challenge for an efficient promotion of the economic, social and territorial cohesion of the European territory and have to be carefully taken into account in the further development of the spatial dimension of EU policies.

Bearing this in mind, the contribution builds on the on-going research ESPON ReSSI – Regional strategies for sustainable and inclusive territorial development (ESPON, 2016) to reflect on the heterogeneous framework for regional development that characterises the European Union. It does so through an overview of regional governance regimes that, for the various member states, explores a number of variables: (i) the main characteristics of NUTS2 level entities (ii) the existence of other subnational entities (iii) the degree of vertical and horizontal coordination between the various levels and actors; (iv) the links between the EU programming activity, the statutory subnational planning activity and other informal development initiatives; (v) the role of the country's spatial planning tradition. On the basis of the analysis, the authors put together a preliminary typology of regional governance in the EU and, on the basis of the latter, reflect upon the potentials and challenges for delivering sustainable and inclusive development.

**KEYWORDS:** sustainable development, inclusive development, regional development, EU cohesion policy, territorial governance, spatial planning, European Union, ESPON.

**REFERENCES:** ESPON (2016) Regional strategies for sustainable and inclusive territorial development (ReSSI) – Regional interplay and EU dialogue, Call for Tender for Targeted Analysis, Terms of Reference, Luxembourg: ESPON.

## 302 | SOCIO-SPATIAL CHANGES AMONG BRAZILIAN METROPOLISES BETWEEN 2000 AND 2010

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**ABSTRACT:** During the 2000s, Brazil has experienced rampant economic growth and the implementation of extensive social protection policies. Some authors consider these state policies a form of peripheral neo-liberalism, given the nature of the ongoing federal economic programs and the hegemonic logic of financial capitalism that inspired political interventions. On the other hand, we can highlight the employment and income growth and the increasing education attainment levels of the working class, among other positive outcomes. This paper aims to understand the impacts of those policies upon the metropolitan socio-occupational structure, based on a comparative analysis of the fifteen major Brazilian metropolitan regions between 2000 and 2010. The main motivation is to understand whether the social and economic changes which took place throughout the last decade, captured by several social indicators, could be perceived in the metropolitan social structure as well. Occupation was used as the main variable in the analysis and IBGE's (Brazilian Geography and Statistic Institute) Demographic Censuses were the major empirical sources. Thence, based on occupational data, a proxy of the social structure was constructed, combining the census' variable occupation with the position in the occupation, sector of activity, and educational and income levels. Initially grouped in twenty-five socio-occupational categories, these classes gave rise to eight hierarchical groups. The comparison showed a small degree of socio-occupational change between 2000 and 2010, so that it cannot be concluded that significant alterations in the metropolitan social structure took place. However, subtle changes are revealing of the movements and processes observed in Brazil along the decade. The main ones were the increase of professional workers and the shrinking of small entrepreneurs and managerial and supervisory workers. On the other hand, contradictory movements were identified among the metropolitan regions, which will require further monitoring and investigation. Moreover, this article seeks to discuss if those permanencies and subtle changes have had implications over territorial cohesion. Brazilian urbanization has been marked by a great degree of social and regional inequalities, and we must argue if the social policies after the 2003 new governance have diminished spatial imbalances. The historical urban and regional shaping, as well as the contemporary global shifts, can explain much of the abiding and changes, but also the new state policies impacts. Whilst we can observe a continuous territorial concentration of affluent social groups, we can also observe a spatial fragmentation, that is, simultaneous to the expansion of precarious peripheral settlements there are also wealthy peripheral residential enclaves. Nevertheless, the physical proximity subsists together with the social distance.



## 487 | THE RESURRECTION OF STRATEGIC SPATIAL PLANNING IN ENGLAND AND THE EMERGENCE OF A NEW GREATER MANCHESTER 'STRUCTURE PLAN'?

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**ABSTRACT:** The newly elected Conservative / Liberal Democrat Coalition UK government in 2010 wasted little time in ending the era of [English] regionalism and sub-regionalism that characterized the former Labour Government administrations since the late 1990s and which had been at its peak from 2004 following the enhanced statutory weight of Regional Spatial Strategies (RSS) and a wider emphasis on city-regions as building blocks for strategic thinking. Instead the emphasis now shifted to that of Localism and the introduction of neighbourhood plans; more strategic and (sub)regional spatial planning issues were left to be dealt with under new exhortations for neighbouring local authorities to work together under a newly instigated 'duty-to-cooperate' in considering strategic planning priorities such as housing, infrastructure and the environment and through a wider raft of experiments that unfolded in the context of the Government's quick establishment of new governance arrangements within a broader context of financial austerity as a response to the UK's economic deficit. Meanwhile, supporters of 'old style' statutory strategic and regional planning generally lamented the strategic policy vacuum that had opened up once again, echoing in many ways the barren years in terms of strategic planning of the 1980s. However, though not universal in coverage, a few such experiments, most notably the establishment of Combined Authorities, initially in the larger conurbations outside of London but now spreading beyond the metropolitan heartlands, have placed a growing emphasis on their potential role in strategic planning. One of the most recent, and significant, examples of this is the publication by the Greater Manchester Combined Authority of a Strategic Framework for Greater Manchester (GMCA, 2016), arguably the first attempt at strategic planning across the conurbation since the abolition of the former Metropolitan County Council for Greater Manchester [and its Greater Manchester Structure Plan] in the early 1980s. This paper examines the potential strategic planning role of the new combined authorities and asks whether the tide is turning and we are beginning to see a growing movement towards strategic planning, either statutory or non-statutory statutory in nature, once again in various locations in the UK and what their prospects for survival this time might be.

## 567 | INSTITUTIONAL SPACE FOR COMBINING RENEWABLE ENERGY WITH INFRASTRUCTURE NETWORKS: THE CASE OF RIJKSWATERSTAAT IN THE NETHERLANDS

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**ABSTRACT:** In contrast to most conventional energy sources, renewable energy generation requires extensive amounts of space and is highly visible in the landscape. Due to this impact, increasingly other domains such as infrastructure and spatial planning also engage with the topic of renewable energy. In line with this development, public organizations responsible for infrastructure management, such as Rijkswaterstaat (RWS) in the Netherlands increasingly perceive opportunities for renewable energy development along infrastructure networks. These organizations are currently searching for ways to broaden their scope to combine their tasks as asset manager for infrastructure networks with opportunities related to renewable energy.

However, when examining projects and opportunities for combining renewable energy with the infrastructure networks managed by RWS in the North of the Netherlands, the lack of coordination between the institutional frameworks that guide the policy fields of renewable energy, infrastructure and spatial planning, appears to be causing barriers. It seems that there is both an institutional overload due to conflicting regulation in various involved policy sectors, as well as an institutional vacuum due to a lack of rules regarding the integration of energy and infrastructure (Grotenbreg & van Buuren, 2016).

This working paper introduces the concept of institutional space. We define institutional space as the available space to pursue certain perceived courses of action in light of enabling and constraining



institutional conditions. This definition highlights some important aspects of institutional space. Institutions enable or constrain certain actions by posting rules. These rules condition (or shape) whether a certain course of action is allowed and thereby define a certain space – the institutional space. However, before a certain course of action can be pursued, it first needs to be recognized or perceived as a possible course of action. Moreover, the space to actually pursue a possible course of action is also determined by the (perceived) ease (or amount of effort and benefits) attributed to this course of action. Thereby, the concept of institutional space can help determine why certain courses of action (e.g. projects or programs) are pursued by certain actors while others are not, and can help provide insight in how actors (attempt to) create, broaden, or reduce the institutional space for the realization of renewable energy projects along infrastructure networks. These insights can be helpful in determining barriers caused by existing institutions, as well as possible points of entrance for institutional configurations that enable the realization of renewable energy projects along infrastructure networks.

The concept of institutional space will be illustrated using the case of possibilities for renewable energy development in combination with the infrastructure networks managed by Rijkswaterstaat in the Netherlands. In-depth interviews and focus groups were held with key stakeholders involved in policy development, programs and projects related to renewable energy in combination with the infrastructure networks managed by Rijkswaterstaat. The first results show that currently the institutional space for these projects is limited, among others because of a lack of ownership of these projects by parties with the capacities to actually realize these projects.

## 1010 | RESTRAINING SPRAWL: THE DELINEATION OF THE ANTWERP METROPOLITAN AREA

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**ABSTRACT:** Over the past decade and a half various publications and research projects have attempted to make sense of the broader social context of planning processes. (Knieling & Othengrafen, 2009; Reimer, Getimis, & Blotevogel, 2014; Schmitt, Van Well, Lange, & Reardon, 2013) These institutional and symbolic dimensions of planning together make up what has been termed planning cultures. The analytic approaches in this vein have either laid focus on analyzing formal institutional characteristics or on investigating culture as symbolic interaction. However, studies that combine the two approaches remain scarce. Furthermore, within this literature so far there has been limited attention to the transformation of planning cultures.

This paper attempts to find a way to conduct an analysis of planning that gives attention to both analytic approaches in the literature as well as to provide an account of transformation of planning cultures. It does so by combining the institutionalist Policy Arrangement Approach (Arts & Leroy, 2006) with a Critical Discourse Analysis (Fairclough, 2003) and applying this analytical framework to the delineation of the Antwerp metropolitan area in the Belgian region of Flanders. The delineation of urban areas was one of the prime planning instruments resulting from the first Spatial Structure Plan for Flanders (1997). Limiting the dispersal of urban sprawl was the main goal of the instrument in order to reduce – or at least restrain – the growing negative effects on mobility, environment and cost of public services. Within the delineated urban areas a policy of densification and concentration of residential and economic functions was to reduce the attraction of building and living outside the cities. Conducted from April 2003 to July 2009, the delineation process of the Antwerp metropolitan area involved actors from 19 municipalities, other government levels (intercommunal, provincial and regional) and various non-governmental parties such as the Port of Antwerp, civil society actors and protest groups. Drawing on document analysis as well as interviews with primary stakeholders in the process the paper focuses on the institutional embeddedness and particularly the dimension of meaning attached to the planning instrument and its implementation. The overarching question is whether (and how) the delineation process was able to transform an existing planning culture with a liberal attitude towards spatial development.

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## SLOT T06.S09 | ROOM V1.14 | FABIAN WENNER | TECHNICAL UNIVERSITY OF MUNICH

### 55 | EASING THE TYRANNY OF DISTANCE: WHAT CAN AUSTRALIAN AIR TRANSPORT PLANNING POLICY MAKERS LEARN FROM THE EUROPEAN DIMENSION OF PLANNING?

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**ABSTRACT:** There is much that Australian policy-makers could (and should) learn from their European cousins. Vettoretto (2009) identifies good governance as one of the central strengths of Europe's planning and policy-making practice, noting in particular that policy-making should support, among other things, regulation through sense-making, strategic representation and advocacy. These tenets make the European approach to planning attractive to communities that feel isolated or left out of broader strategies for economic development that inform transportation planning. However, the transfer of European planning concepts to the Australian context, particularly for transportation, faces an uphill battle (as per Pojani & Stead, 2015).

Australia's major transportation planning agendas appear more interested on increasing mobility and urban densities in capital cities at the expense of improving regional community sustainability and connectivity. This has the effect of making busy transport systems busier, and promotes a classist system for promoting economic growth – not just between cities and regional areas, but between biggest city and next biggest cities, and so on. The density of international flights to Sydney and Melbourne make it commonplace, and often a pragmatic requirement, for residents who live anywhere other than the South East of the Australian continent to fly first to one of these two cities to access connecting international flights. This is the equivalent of having to fly from Zurich to London to fly to Istanbul, or from Lisbon to Berlin to fly to Cape Town. The inconvenience of having to fly South to fly North (intercontinentally) is only exacerbated for regional communities that first have to fly to a capital city, then on to Sydney or Melbourne, then on to their international destination. This makes international mobility the most inaccessible for the communities already provided with the least infrastructure, and struggling to maintain sustainable communities due to the attraction of the populace away from regional agricultural communities and into the coastal cities. Further, this inequity in accessibility works against the Australian Government's aspirations for promoting new (migrating) Australians to settle in regional areas. To provide strategic representation and advocacy for regional communities, Australia's transportation planning, and in particular the planning and governance of its aviation network, can and should learn from a more balanced, more European dimension of planning.

By reviewing the current state of the country's aviation network (airports, tourism assets, passenger routes, supporting infrastructure and supporting governance mechanisms), the authors have identified the policy-making opportunities for the (North-Eastern) Australian State of Queensland to learn from European planning approaches. By taking the European perspective of developing regulation through sense-making, this research identifies a range of aviation network design and regulation principles that promote the interests of regional mobility and inclusion, sustainable communities, and advocating equitable access to international transport and economic growth opportunities for the State of Queensland.

### 646 | TECHNOLOGY RESHAPING THE GEOGRAPHY: HIGH SPEED TRAIN IN TURKEY

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**ABSTRACT:** Technological improvements reshape the geography and reorganize social interactions. Infrastructure investments fueled by new technologies have changed time and space perceptions, while having a considerable impact on development, livability, and democratization of societies. Transportation

developments bring about the most tangible interventions on spatial organizations and physical interactions. Starting from micro-level daily commuting, to macro-level international transport, increased accessibility in terms of travel times and affordability has led to the re-conceptualizations of real and virtual spaces. At this stage, traditional representations remained incompetent to conceptualize the virtual geographical shrinking, increased mobility, intensified interactions, and more integrated spaces introduced by new technologies. Alternative representations have been developed to overcome the issue. Time-space mapping is one of the alternatives, which uses time-distance instead of space-distance, to represent proximity of nodes in a more accurate way.

Turkey has been experiencing geographical restructuring due to the recent investments on high speed train (HST), which altered the faith of intra-national transportation pattern and inter-urban proximities. Historically, rail transportation fell behind the car-based transportation in the country. Most of the railways date back to the late Ottoman Empire and the early Republican eras (from 1850s to 1940s). Investments on rail systems have remained almost insignificant after the 1940s, whereas most of the transportation investments targeted construction of highways. Increasing oil prices, environmental and safety issues, and travel time and cost concerns have led to the revival of rail systems in national transportation recently. Initially, two HST lines were put into operation in 2012 connecting two cities –Ankara and Eskisehir–. New investments were made in the past five years and today HST connects eleven urban nodes at the Central and the North-Western parts of Turkey, while additional HST lines are on the way. Travel times have been reduced almost by half, and the numbers of trips have increased in a significant way among the nodes which resulted in shrinking of space in the Central and the North-Western parts of the country. Increased mobility has not only affected travel patterns, but also enhanced social, economic and cultural interactions, which changed the role of node cities. Eskisehir and Konya, for instance, became national touristic attraction points due to improved accessibility, although both are landlocked medium-size cities in central Anatolia.

This study aims to map the new time-distances in Turkey introduced by HST, using conventional train and HST data. Taking a node (a city) as the origin, the coordinates of all other nodes are calculated iteratively using travel times. Headways are also considered in calculations as a distortion factor, which is expected to have an impact on the number of trips, accordingly, on time-space proximity. After determining the new coordinates of each node, the time-space map is georeferenced, using Geographical Information Systems. Finally, a critical discussion of the impacts of HST is provided to reveal the social, economic and cultural changes that were experienced at the nodes (cities) before and after the HST investments.

## 694 | COORDINATION OF TERRITORIAL COHESION BY EUROPEAN TERRITORIAL COOPERATION AND TRANS- EUROPEAN TRANSPORT NETWORKS - THE CASE OF CROSS- BORDER TRANSPORT

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**ABSTRACT:** European cohesion is one of the basic aims of the European Union: regional disparities are to be minimized to ensure a balanced and sustainable development of the EU. Cross-border cooperation between border regions shall foster this development. The principle of cohesion was already anchored in the Treaty of Rome in 1957. The same treaty contained the decision to establish a common European transport policy to contribute to a borderless European territory and make the EU territorially grow together (European Union 2012).

The territorial linkage and interoperability of the European Member States' transport networks – i.e. smooth cross-border transport - is considered to be of high economic relevance for the movements of goods and the external and internal accessibility of the EU (Dühr, Colomb, and Nadin 2010). Additionally, an efficient cross-border transport supports the mobility of European citizens and potentially a European identity (Marks 1999). Thus the enhancement of cross-border transport infrastructures and services is an important driver of further territorial cohesion.

To reach territorial cohesion EU policies have been developed. The Transport and Cohesion Policy are particularly relevant in the case of cross-border transport. The sub-policies European Territorial Cooperation (ETC) and the Trans-European Transport Networks (TEN-T) define general aims that are to be implemented in practice in predefined cooperation spaces – corridors and cross-border regions. Each space defines its own objectives based on the general policy aims. As transport planning – a subfield of

spatial planning – is not a EU-competence the EU offers financial incentives to indirectly influence the implementation of its cross-border transport objectives.

The aim of this paper is to investigate how territorial cohesion is being coordinated by the TEN-T and ETC policies focussing on the case of cross-border transport. The findings are based on field research in two cross-border regions, the Greater Region Saar-Lor-Lux+ (FR-DE-LUX-BE) and Brandenburg-Lubuskie (DE-PL). After a description of the TEN-T and ETC policies and their related funds in a first step, the influence of the policies' and funds is analysed. This is done by comparing the original EU objectives with the involved Member States' transport policies, the regional and sub-regional policies and the cross-border policy documents. Additionally, the implementation of these objectives in the cross-border regional transport reality is evaluated. Also the relevance of the EU funds for the implementation is investigated. The analysis is based on a document analysis and interviews with stakeholders from different administrative levels of the involved Member States as well as from cross-border institutions. Finally, based on the results, recommendations are developed for the future orientations of the two EU policies to effectively enhance cross-border transport.

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## 785 | BRAIN TRAIN OR BRAIN DRAIN? EFFECTS OF HIGH SPEED RAIL ON THE SPATIAL STRUCTURE IN THE AGE OF THE KNOWLEDGE ECONOMY

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**ABSTRACT:** Transport infrastructures facilitate access to people, knowledge, and markets (Tierney, 2012), thus increasing the potential of opportunities for interaction (Rietveld and Bruinsma, 1996) of a place and stimulating economic activity, leading to urban development.

Particularly in Europe, High Speed Rail (HSR) has been of growing importance in providing especially passenger mobility on medium distances. HSR is generally defined as rail transport with speeds of 250 km/h and more, on dedicated infrastructure (cf. European Council, 1996). During the last three decades, HSR has connected more and more cores of metropolitan regions, airports, and sometimes also previously unserved peripheral places. Its spread occasionally also led to a reduction in accessibility when conventional rail services were subsequently reduced.

At the same time, the 'knowledge economy' (KE) is currently becoming a key driver of development, i.e. business sectors depending on highly skilled workers, for which locational factors differ markedly from 'classical' firms e.g. in the production sector. These firms typically seek a combination of 'global pipelines' and 'local buzz' (Bathelt, Malmberg and Maskell, 2004), i.e. global connectivity together with a stimulating local environment of face-to-face contacts.

Under these conditions, HSR stations come into focus as potential new nodes for future economic development, since the immediate surroundings of HSR stations profit most from a gain in accessibility and provide 'spaces for dialogue', which are of particular relevance for KE firms (Thierstein et al., 2008).

There have been several studies on the structural effects of HSR lines, especially in the cases of the French TGV and Spanish AVE networks. Most suggest that despite the strong growth of ridership, hopes of a dispersion of economic development away from the metropolitan centres have often not materialised (De Rus et al. 2009). Instead, some cases suggest that HSR access can even lead to 'brain drain' effects, upscaling on Mega-Regional levels, and 'super-suburbanisation' (Demuth, 2004). However, the influencing factors in each individual case, such as integration with the conventional network, and local absorptive capacity, must be more thoroughly discerned in future research.

In this study, we present the results of a gravitational accessibility analysis of the German rail network in 1990, before the opening of the first HSR line, and its comparison with the 2017 values to quantify gains and losses in accessibility generated by HSR. Furthermore we project accessibility changes by ongoing

HSR projects such as the new Berlin-Munich mainline via Erfurt and Nuremberg. We find that, besides obviously boosting accessibility in previously poorly connected areas, even stations which lose access to the intercity train network profit from HSR through greater overall network effects. However, the upgrading of the conventional rail network in East Germany after 1990 improved accessibility levels more than HSR projects.

The case studies provide a range of 'quasi-experiments' for difference-in-difference analyses (cf. Ahlfeldt and Feddersen, 2010) under 'external shock' conditions in peripheral areas. Based on this assumption, we propose a methodology to test the effects that the estimated changes in accessibility have on the development of the knowledge economy, both in the immediate surroundings of new or upgraded HSR stations, as well as their regions.

## 1000 | NATIONAL TRANSPORT PLANNING IN SPAIN. BETWEEN POLITICAL TACTICS AND ECONOMIC PULL.

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**ABSTRACT:** The failure of the Spatial Planning in Spain, both at national level by the Central State and later by the Autonomous Communities, has led to a dysfunctional situation, in which only Transport Planning has generated a certain spatial strategy at national level. In this way, in the face of failed attempts to develop a national planning instrument, Transport Planning at national level has been the one who has truly intervened and ordered the Spanish territory, with its clear inadequacies and in some cases contradictions. Thus, National Transport Planning, from its own logics, methods of intervention and particular interests, has had a major influence on the construction of Spanish territory. This predominance of Transport Planning has been due to factors such as greater specificity and shorter processing time, less complexity (existing nonetheless), its ability to respond to unforeseen situations or specific problems, its use as an economic and employment pull factor, and the traditional greater investment capacity of its governing bodies, along with the pursuit of political returns. Thus, the major territorial and urban transformations in Spanish cities are currently taking place through interventions in railway, port and road infrastructures, seeking their integration in the city and in which Transport Planning has been its main instrument.

However, in the current economic, social and political context in Spain, referring to Transport Planning at national level is to enter into a debate that is far from easy, with a level of complexity in which questions and answers are mixed, ideological visions, myths and realities, encountered interests, high doses of varied paternalisms, artificial conflicts, half-truths and maximalist statements. All this is the result of a vision of the Transport Planning that swings between the power of the economic pull of its execution and the political returns, not only at national level, but also each Autonomous Community. In this sense, the absence of a territorial reference framework to associate Transport Planning at national level, a policy more linked to economic development through construction than to spatial planning, the continuity of decisions that have been taken in previous periods and the insufficient response to local pressures, together with the difficult relationship and coordination between the different levels of the Administration, have resulted in a clearly inadequate economic, social, functional, environmental and territorial cohesion model.

In this sense, perhaps the modernization of the Spanish rail network through the implementation of the High Speed Rail has been the clearest example of this balance between economic pull and political tactics, which has led to a bitter debate about its usefulness in some spatial areas of Spain. This bitter debate must frame it in a centralized network model, which has proved clearly to be insufficient and inadequate, harming the development of planning with structural objectives and territorial cohesion based on multimodal spatial axes, not only at national level but also transnational, as in the case of the Galicia - Northern Portugal Atlantic Axis.



**SLOT T09.S02 | ROOM V1.15 | THOMAS DILLINGER | TU WIEN**

## **227 | COMPLEXITY AND ASYMMETRY WITHIN THE BORDER CITIES IN THE BASEL METROPOLITAN AREA. TOWARDS AN ANALYSIS OF RECENT SPATIAL AND ORGANIZATIONAL PROCESSES.**

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**ABSTRACT:** In today's world of accelerated globalisation, network processes and hypothetical planetary urbanization, different voices have proliferated defending the progressive tendency to the disappearance of the border in a number of fields.

While it is true that frontiers, understood as legal divisions, may conflict with subsequent growth logics, they are still influential. Firstly, due to their importance concerning management purposes. Secondly, because they manifest themselves through the abrupt differences (political, social, cultural and economic) between territories or between frontier cities that directly confront each other in those cases where border control is softened.

In the European context, the globalization process, together with changes concerning integration issues since the ending of IIWW, and the willingness of all actors involved to favour exchanges and shared projects, have re-defined the role of the border; but they have not erased it.

To this respect, border cities become a valuable arena to analyse the impact of recent transformations concerning collective development. Despite the fact that borders can be now understood as an opportunity, integration is not always a reality and it might involve risks at the urban scale.

The case of the cross-border urban complex of Basel, integrated by French, Swiss and German urban areas, exemplifies this all. During the last decades, shared dynamics have increased (functional interdependence, flows of goods and passengers, bi or tri-national projects...). Nevertheless, the development of a real cross-border union is far from easy. The main urban areas integrating the complex keep having important asymmetries. Thus, recent spatial and organizational processes derived from this frame are leading to dependencies, and not only to collective dynamics.

To understand the evolution of these ensembles, they must be analysed from a viewpoint regarding urban complexity. We have to draw special attention not only to the implications of the hypothetical integration at the urban scale; but also to potential risks concerning the capacity of the city to cope with uncertainty.

## **386 | DANURB | DANUBE URBAN BRAND – A REGIONAL NETWORK BUILDING THROUGH TOURISM AND EDUCATION TO STRENGTHEN THE DANUBE CULTURAL IDENTITY AND SOLIDARITY**

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**ABSTRACT:** DANURB is a project supported by the Danube Transnational Programme. The project is coordinated by TU Budapest, TU Wien (Vienna University of Technology), Department of Spatial Planning/Centre for Local Planning is partner within a team. The Danube Transnational Programme is a financing instrument of the European Territorial Cooperation (ETC), better known as Interreg. The Danube Transnational Programme (DTP) promotes economic, social and territorial cohesion in the Danube Region through policy integration in selected fields. In order to achieve a higher degree of territorial integration of the very heterogeneous Danube region, the transnational cooperation programme acts as a policy driver



and pioneer to tackle common challenges and needs in specific policy fields where transnational cooperation is expected to deliver tangible results.

The DANUrB cultural network aims to strengthen the Danube regional cultural identity and to create a common brand by fostering transnational cultural ties between the settlements along the Danube, and by exploring the unused or hidden cultural and social capital resources for a better economic and cultural return. The main goal of the project is to create a comprehensive spatio-cultural network, a Danube Cultural Promenade connecting all communities along the river, unifying these into one tourism destination brand, offering thematic routes and developing possibilities that can increase the number of visitors and can prolong their stay in the region.

Project Partners - relevant universities, research and development centres, regional municipalities, cultural NGOs, tourism boards and professional market based agencies - will create a network and common platform to work along a sustainable cultural and tourism strategy, providing that a common Danube urban brand can bring social and economic benefits at once. Very important in this process is that international knowledge and practise will be implemented in local conditions. The closest cooperation with communities and regional stakeholders from each seven Danube countries, creation of common strategy based on individual approach and site specific, can guaranty durability of the project results expressed in sustainable maintenance of Danube Cultural Promenade by local neighbours with economic independency on basis of boosted development of tourism and cultural industry.

The main task of the Centre for Local Planning is the creation of a portfolio using spatial research methods. In addition, a workshop is organized in which students from all partner universities learn and apply these methods. The research region is the Wachau in Lower Austria. The results and findings from this student project are available to other Danube regions as a guideline for their future development. Preliminary results will be presented and discussed.

## 670 | UNDERSTANDING DIFFERENCES IN THE GOVERNANCE OF MACRO-REGIONAL COOPERATION

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**ABSTRACT:** From 2009 onwards, as part of a more comprehensive macro-regional strategy, the EU initiated the gradual establishment of four so-called macro-regions. By now, such macro-regions are established or under construction in four European areas: the Baltic, the Danube, the Adriatic-Ionian and the Alpine macro-regions. Since they have been in place for about 2 to 7 years only, macro-regions can still be considered a very recent phenomenon. This paper intends to review their current state, looking at these macro-regions as new modes of (territorial and functional) governance. Firstly, I observe both similarities and differences in the issues these macro-regions are dealing with and in the organizational structure that has been set up. On the one hand, they are expected to align with EU policies at the macro-regional level; on the other hand, there are considerable differences in their scope, substantive message, governance and implementation structures. Secondly, a better understanding of the differences between macro-regions cannot content to look at the issues their respective issues and regional particularities they face here and now. In addition, one needs to pay attention to the politico-geographical history of these regions and to pre-existing cooperative arrangements that result from these. In so doing, current substantive scopes and organizational settings can be explained by pre-existing forms of regional cooperation (or the lack thereof), and their (un)successful performance. Although this paper looks for a comprehensive comparison between four macro-regions, my particular focus is the Adriatic-Ionian case.

## 722 | THE BOSNIAN SPATIAL PLANNING SYSTEM - ATTEMPT AT AN EXPLANATION

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**ABSTRACT:** In order to get an overview about the administration structure of Bosnia and Hercegovina (BiH) and its spatial planning system, it is necessary to look in the past. Bosnia, and its spatial planning

system, as a part of the former Yugoslavia (Socialist Federal Republic of Yugoslavia) was hierarchically organised top-down. After the war, which ended in November 1995 by the Dayton Freedom Agreement (DFA), Bosnia and Hercegovina became a new structure. Since then, the country is divided in two entities (Federation of Bosnia and Hercegovina – FBiH and Republic of Srpska– RS) and one district (Brčko District). Brčko District is situated in north-eastern Bosnia, and is a self-governing administrative unit, as well as condominium under the dual sovereignty of the two entities. The entity RS is central organized from its capital, Banja Luka. Its territory consists from six, more or less, informal regions without legislation. On the other side, the territory of FBiH with its capital Sarajevo consist by ten cantons. Cantonal level, comparable with Swiss cantons, is an official administrative level with legislatures in the administrative system of FBiH. The commonality in both entities is the local – municipality level, which is comparable with the municipality level in Austria or other European countries. The administration of Brčko District is situated on local level. The result of the Brčko District position is that none of the entities have a coherent territory body.

Following the new organisation and order, the Bosnian spatial planning system changed and it got, let's say, a function in administrative system of BiH. The highest administrative level, with spatial planning competence is the entity level. The next level under is the cantonal level, but only in FBiH. The lowest level with spatial planning competences is the municipality level. The result of an administrative construction like this is the proliferation of complexity in every single field of activity including the spatial planning. Just counting all Bosnian spatial planning acts, we get an incredible number of twelve (!), ten cantonal and two entity, spatial planning acts, which should solve development issues and problems of the ca. 51.000 km<sup>2</sup> territory area.

The main problem in the field of spatial planning is the uncoordinated development between single territory units on the same level, like cases on the cantonal level are and the uncoordinated development on the vertical line of administrative structure (top-down) in each entity. Any attempt to implement a balanced development between the two entities stays unrealised through strong political influence. The need for a comprehensive and coordinative spatial planning between both entities and their levels is best presentable on the example of Sarajevo. The city of Sarajevo is divided in East Sarajevo (RS) with its six municipalities and Canton Sarajevo (FBiH) with its nine municipalities. We speak here about one mainly coherent settlement area. In that kind of situation caused by the DFA, the spatial planning competence for the area of the capital of Bosnia and Hercegovina is spread over on all administrative levels, with not really a chance to ensure a cooperative and balanced spatial planning. For future development of the Sarajevo area, the acquisition of EU funding will play an important role. Results from the EU projects could help to plan and develop the future for the city inhabitants and its visitors.

## SLOT T10.S02 | ROOM V1.16 | ROELOF VERHAGE | INSTITUT D'URBANISME DE LYON, UNIVERSITÉ LUMIÈRE-LYON-II

### 49 | IS LOCAL PLANNING AN EFFECTIVE TOOL FOR MANAGING HOUSING INVESTMENT PRESSURE?

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**ABSTRACT:** Private housing in many late-industrial economies has been re-functioned as high-quality collateral - as a personal investment vehicle and as a source of consumer confidence. Profit-taking from this fixed asset may, in the structure of national economies, substitute for lost productive activities including manufacturing. And when stock-market assets under-perform, it may act as a private pension replacement. Increased capital accumulation in housing and reliance on housing consumption / house price growth to drive economies brings two challenges: first, the challenge of low economic diversity and limited resilience to extraneous shocks; and second, the challenge of housing people in markets overwhelmed by investment demand. That demand has deepened the housing affordability and access problems that, although strongest in London, ripple out across the country and are expressed in numerous ways. This presentation looks at housing investment pressures and the local planning response in Cornwall, where the motive of investment return is often expressed in the purchase of seasonal holiday lets and second homes. As land for housing is restricted for the sake of amenity protection, attempting to satiate both investment demand and resident need for affordable homes through new-build poses significant risk. The response has been a push – sometimes for many years – for planning restrictions on new-build designed for, or purchased by, non-residents. The introduction of a permanent occupancy restriction aims to ensure that housing is accessible to those needing to live and work in a particular place, and who are seen to have greater claim on local resources. Here, we examine the rationale and logic of demand-side intervention through Neighbourhood and Local Planning. The impacts of planning restrictions on the housing market are investigated, including its propensity to deliver increased housing affordability and access. Finally, we reflect on whether such restriction – so far confined to rural areas – could offer lessons for some of the most overheated urban housing markets, or whether such measures are simply incompatible with housing's late-industrial function.

### 126 | CONTRIBUTION OF SPATIAL PLANNING TO AFFORDABLE HOUSING IN AUSTRIA

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**ABSTRACT:** Spatial Planning aims to allocate different land uses on a limited territory by balancing different public and private interests and taking possible conflicts into account. Providing people with a sufficient and affordable housing stock is without doubt one of the crucial tasks of planning. Like many other European countries Austria has to deal with rapidly increasing housing prices correlating strongly with growing urban areas. Spatial planning has therefore to offer in collaboration with other public assignments, practical spatial solutions to provide at least a certain share of housing with state regulated prices.

The 'Austrian Conference on Spatial Planning' published in 2011 the updated 'Austrian Spatial Development Concept ÖREK 2011' and refers to affordable housing as a basic service. This corresponds also strongly to the history of public housing in Austria and especially Vienna. To promote the inter-institutional discussion and cooperation a so-called partnership consisting of the Austrian Federal Chancellery, the provinces, the association of cities and towns as well as of municipalities and so forth, was established. The aim was a critical discussion and evaluation of the capacity of existing spatial planning instruments in the future provision of affordable housing. The one year lasting partnership resulted in the formulation of recommendations aiming to improve planning instruments and a comprehensive publication.

The talk will provide an overview of the main restrictions for spatial planning concerning affordable housing production as well as the potential of selected planning instruments by taking the legal background and federal fragmentation into account. The essential aspect to the topic is, that legal alterations are always based on preceding negotiation processes. The installed partnership of relevant institutions represents a discussion platform conducting not only an evaluation of planning instruments but also identifies the potentials and need for action. Depicting this governance process complemented by the developed recommendations, will be the core theme of the talk. The essential fields of action were located on the local level of land use planning. The first challenge is to make undeveloped land quickly available for social housing projects. A second field of action would be the installation of a land use category that reserves plots of land for affordable housing.

The contribution presents a first-hand insight, since Prof. Kanonier participated in the partnership as a scientific advisor and he compiled an essential background study on the topic. The presented process and outcomes aim to highlight planning restrictions and procedural challenges in establishing affordable housing in the right place at the right time.

## 408 | PLANNED DISRUPTION? VIABILITY TESTS AND THE SUPPLY OF AFFORDABLE HOUSING IN LONDON.

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**ABSTRACT:** In England, for over three decades planning obligations have been the main mechanism by which non-market housing has been delivered. Since around 2005, at the local planning authority level, tests of the financial viability of development projects have become a central consideration in planning policy making and development management concerning the provision of non-market housing. In essence, ostensibly to ensure that development is deliverable, a financial viability test involves a quantitative calculation of whether policies regarding requirements for non-market housing compromise a “competitive” financial return to the land owner and the developer.

In a period of high levels of innovation and/or volatility in the English planning and housing policy regimes, this has been a fundamental change in the planning system. The research investigates changes in the supply of non-market housing in London in terms of its level and composition. Drawing upon data obtained from a sample of local planning authorities in London, it investigates the extent to which viability appraisals have been used by residential developers to justify non-compliance with policy requirements and how this has evolved in the last decade.

## 436 | NEW MECHANISMS OF INTERVENTION IN THE EXISTING CITY: REQUALIFYING THROUGH DEGROWTH. OBJECTIVE: A RESILIENT CITY THROUGH A CIRCULAR URBAN PLANNING.

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**ABSTRACT:** It is becoming widely accepted that the future of urban planning will be based on urban regeneration, instead of continuing with the unlimited consumption of virgin land. Therefore, the challenge is to qualify and intervene on the existing city, otherwise we run the risk of incurring into greater inefficiencies and resources shortages. Hereby, urban qualification is understood as a model of efficiency, effectiveness and sustainability. Once it is accepted the goal of effective intervention on the city, we must confront the systemic problem which concerns urban planning: the practical impossibility of intervention in the consolidated city, except by injecting public money or by programming artificial re-densification. Both procedures cannot be considered as feasible sustainable methods.

While the city is still growing and consuming large quantities of virgin land, there are no opportunities to generate the added value needed so that the existing city can reinstate the regeneration process. Therefore, we must catalyze urban regeneration by limiting expansion and generating value. Reducing urban growth does not only diminish the ecological footprint, but it generates an increase in value that facilitates the regeneration of the existing city. Concentration of value through physical net decrease

generates net value growth. In other words, this approach provides a new mechanism to intervene in the existing city: active and programmed urban de-growth acts as a generator of value and as a regeneration catalyst.

This land use approach is the first step towards resilience and circular urbanism (brand new concept of life cycle in land use). As a matter of fact, resilience can never be fully achieved if mechanisms that facilitate urban decrease are not effectively implemented. The degrowth is itself resilient: In fact, the response of the degrowth should be viewed as the most resilient of all. The background is the theory of the circular economy and the philosophy of cradle to cradle: waste should be understood as a food of a new parallel process. Garbage is food, as well as degrowth generates value.

The research delves into the search for qualitative elements that facilitate the implementation of hypotheses and catalytic formulas to achieve this; and the study of its consequences. The objectives of the research:

- a) Formulation of the hypothesis and the sensemaking process followed to reach to that conclusion.
- b) Identification of boundary conditions that might change in order to allow the implementation of this theory, identifying current and future catalysts.
- c) Identification of benchmarks, establishing weighting relations for a holistic and global calculation, necessary for identification of feasible actions to implement the scenario.
- d) A real case of implementation study and its consequences: Bilbao and its next step of urban transformation.
- e) The study of cities in rebound: cities in which active hygienic degrowth programs were implemented in the recent past and now are growing again. Where are they focusing their new growth?

**KEYWORDS:** Degrowth, Resilience, Cradle to Cradle, Urban planning, Urban value, Rehabilitation, Qualification, Circular Economy.

## 961 | TOWARDS INTEGRATED APPROACH TO URBAN POLICY: INSIGHTS FROM THE URBAN DEVELOPMENT SUPPORT SCHEME IN GERMANY

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**ABSTRACT:** In Western Europe, there is a long tradition of state intervention in urban issues. In the course of years, the approach to urban policy has undergone numerous changes. Also, the approaches tend to vary significantly from one country to another. However, the integrated approach seems to have emerged recently as a broader trend. A policy can be considered integrated in different dimensions, including different territorial scales, different policy fields, different agents and different government units (see Leipzig Charter on Sustainable European City, 2007).

Within that context, the objective of this paper is to look at the experience of Germany, where an urban development support scheme (Städtebauförderung) has been implemented since the 1970s. Between 1971 and 2016, the federal government spent almost 17 billions of euro on the financing of urban projects. In addition, a comparable amount was also spent by the federal states. Several different urban development support programmes are implemented under the framework of this scheme. With the constitutional reform of 2006, the role of the urban development support scheme has been substantially redefined. Originally, it was structured as a traditional urban regeneration scheme with a focus on physical upgrading, strong position of the public sector and limited involvement of external agents. Today, it tends to be problem-oriented policy focusing on specific projects. Urban development support programmes can only run for a fixed period of time and they must be subjected to evaluation. The integrated approach and particularly the involvement of local partners external to the public administration have become an important part of the political agenda as a way of responding to the changing circumstances. One of the most recent programmes realised under the framework of the urban development support scheme is called centre programme (Zentrenprogramm). It has been launched in the year 2009, drawing inspirations, inter alia, from the Leipzig Charter. Among all the urban development support programmes in Germany, the centre programme exemplifies perhaps to the largest extent the new trends in policymaking. As a policy oriented towards central areas, it calls for active cooperation between public administration and local partners.

In this paper, we would like to discuss the implementation of the integrated approach to urban policy using the centre programme as an example. The paper will be structured in four main parts. After a general introduction of the integrated approach, we will then discuss the changes that the German urban development support scheme has undergone in the last years. The next part will provide an introduction to the centre programme, and finally, the paper will present local case studies of projects implemented under the framework of this policy. Each case study will focus particularly on the role of different agents, especially the local partners of the public administration (i.e. citizen initiatives, local entrepreneurs). On the basis of statistical data, official documents, field research and stakeholder interviews we will present both the background situation and the changes that occurred in the course of policy implementation. We hope that the paper might be of interest to both academics and practitioners interested in new trends in urban policy.

## 1077 | PROGRESSIVE CONVERGENCE BETWEEN PRIVATE AND PUBLIC INITIATIVES IN CITY PLANNING AND URBAN POLICY: THE CASE STUDY OF KERAMEIKOS

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**ABSTRACT:** Public policy has been identified as the main driver of transformation of urban residential spaces including the processes of urban rehabilitation and gentrification. More recently, the partnerships between private and public sector can be recognized as a key driver of urban rehabilitation of declining inner urban areas. This article aspires to explore the uses of urban development strategies and tactics as tools of urban economic rehabilitation and gentrification of an old working- class neighborhood of Athens, “Kerameikos”. This will be examined in relation to the arts-led regeneration adopted in inner-city rehabilitation initiatives. The area of Kerameikos is chosen to focus because of the transformative stage of redefinition both of its land’s uses and social network. Following a brief review of the evolution of Athenian urban policies over the past decades, the paper analyzes the origins of urban rehabilitation and gentrification projects and explores the experience of private and public partnerships in Kerameikos. It discusses the tactics of rehabilitation that have developed in the neighborhood and the ways in which spatial and social structure of Kerameikos have been transformed. The socio-spatial context of Kerameikos permits a new regard in social and spatial mutations showing its particularities-accentuating the role of the economical crisis in the specific context of Athenian city center. The paper also underline the significative importance of cultural policy, the role of artists and of urban NGOs as catalysts for urban rehabilitation. The paper ends with a reflection on the notion of participative planning and its potential as an integrated alternative to city governance and offers recommendations for further development within the Greek context.



## SLOT T12.S01 | ROOM V1.23 | PIOTR LORENS | GDANSK TECHNICAL UNIVERSITY

### 808 | BOUNCING BACK OR FORWARDS? THE RECOVERY OF COMMUNITY BASED TOURISM AFTER DISASTERS

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**ABSTRACT:** Community-based tourism (CBT) has been embraced as a strategy for economic growth, the alleviation of poverty, the conservation of cultural heritage and the protection of the indigenous right. Unfortunately, many suitable areas for CBT are located in the disaster prone area and have experienced by natural disasters (Lin Moe & Pathranarakul, 2006). Natural disasters have considerable impact not only on human life, economy and the environment, but in particular on CBT, because of its interdependence and linkage with those industries or negative image associated with a particular destination (Faulkner, 2001). Because of their location-dependency, the affected areas cannot just be re-allocated to save places, but depend on fast recovery. This contribution explores how in particular small scale CBT in Indonesia copes with recovery. Therefore, this paper examines the process of recovery in the aftermath of volcano eruptions in two villages, Pulesari and Candirejo at the slope of Merapi volcano, lied in the Province of Yogyakarta and Central Java, Indonesia, that were impacted by the last devastated eruption in 2010. The following research questions are discussed using qualitative research methods: (i) What was the impact of volcano eruptions on CBT product in the villages (incorporating positive and negative impacts); (ii) how has it changed the marketing strategy of CBT; and (iii) what shifted in terms of the institutional structure and role in the village in CBT?

Results indicate that tourism product both physical (infrastructure, facilities) and non-physical product (service and hospitality) were shifted differently in the two villages. For the first case study: Candirejo, the facilities and infrastructure were damaged; however the non-physical product remains the same. New product was not developed but new values by enriching the tourist's experience were introduced and gathered good response. While, for the second case study: Pulesari, there was a new establishment of tourism product stimulated by the phenomena of eruption. In the marketing strategy recovery, case study one: Candirejo built strong communication with the client and other stakeholders to support the recovery both by financial support and promotion support. For Pulesari, the marketing was not a challenge because naturally the tourists visited the village, appealed by the uniqueness of the village without significant promotion. In terms of institutional change, for the relatively stable tourism village, the disaster has been perceived as turbulence in the journey of development, which the institutional changes were not significant. For Candirejo, the existing tourism village, the disaster is reacted with short-term program rather than long-term problem solved programs. While, the disaster stimulated new tourism institution development in Pulesari that were pushed by the need of new livelihood alternative beside agriculture. The results of this research imply in other village tourism in the other city and country.

Ultimately, this research contributes to the exploration of risk resilience of a particular vulnerable economy – tourism, in a particular hazardous area. Lessons for other tourist destinations can be drawn as well as conclusions for the resilience capacity of community-based tourism.

### 935 | THE SPECTACLE OF THE BRAZILIAN URBAN SPACE FOR TOURISM AND ITS CONTRADICTIONS

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**ABSTRACT:** This article aims to investigate the social and environmental impacts of the recent reinvention of urban space projects in the city of Fortaleza, Ceará (Brazil), specifically those known as Works of the World Cup that were promised interventions to revitalize the tourism infrastructure of Fortaleza by the Growth Acceleration Program (PAC). As for the methodology, we opted for the dialectical method to understand that only a critical approach can highlight the multiple relationships that the process

of reinvention of urban space remains with the capitalism system and the crisis that their way of life, based on the production of goods, currently faces. This is on the assumption that the years 1980-1990 were marked by the Fordist crisis of production and the emergence of a new growth paradigm. With the return of fall in the productive sectors and an economic increasingly on the microelectronics industry, capitalism needs more than its Fordist years the broad support of the tertiary sector (services) to promote the movement of their goods, the rate of production now moved by robotics. So one of the strategies used to overcome the successive crises inherent in capitalism has been tourism. In Brazil, tourism takes shape and concreteness the spectacle of urban space: building infrastructure and installation of equipment, such as hotels, motels, beach bars, restaurants, convenience stores, concert halls, shopping malls and numerous other works built with the public-private partnership. But while governments and tourism apologists propagate that this activity of the tertiary sector is able to promote environmental development and economic growth, it is known, critically, these perspectives are mutually exclusive. The surveyed data showed that the actions involved in the creation of tourist objects and the generation of tourist flows are in contrary to the needs of those who suffer the loss of their former places of residence, for the appropriation of the area by capital for tourism. The very ideology of tourism as environmental sustainability generator dims when it turns out that the places and local cultures destroyed by the same contradictory logic that makes this activity a decoy for investments. In Brazil, the most recent example of these contradictions are the works of the 2014 World Cup. According to the dossier of the National Coordination of Popular Committees Cup - ANCOP, more than 170,000 families, mostly low-income, had to face forced evictions, to the works linked to the World Cup were built.

**KEYWORDS:** Spectacularization; urban space; tourism; works World Cup; social and environmental impacts;

## 1006 | A PARTICIPATORY APPROACH FOR THE DEVELOPMENT OF FUTURE TOURISM VISIONS

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**ABSTRACT:** Scenarios are collective images for exploring possible future paths, allowing a different perspective on complex systems. Alternative futures are generated as a means of mapping, what Berkhout et al. (2002) name as the possibility space. We develop an approach that aims to incorporate stakeholder perceptions in scenario development, in a companion planning framework, to explore a range of tourism development possibilities under certain assumptions, mimicking real-world dynamic and exploring what-ifs, thus providing insights into future's development (Börjeson et al., 2006). Companion planning support the exploration of complex problems through a process of engaging stakeholders in the problem definition, building a conceptual and virtual representation of the system, and developing and exploring scenarios. Thus, stakeholders' viewpoints about the system and simulation tools are the core of the approach. The process is based on an interactive and iterative process of confrontation between knowledge and perceptions. This dynamic process based on a co-construction of stakeholders' representations induces reflexivity, improving the knowledge of the system and provides better understanding of stakeholders' visions. Thus, we present predictive scenarios to explore tourism system dynamics, following a what-if approach, to investigate what will happen under specified near-future events, trends or goals driven by tourism stakeholders, supporting questions about the (possible) future. We present a case study - Alentejo Litoral, Portugal - in which stakeholders' vision for tourism system dynamics near-future conditions are developed. These were gathered in a workshop with approximately forty tourism stakeholders, from public administration, accommodation managers (resorts, hotels, camping, rural tourism), and business owners (catering, beachfront concessions, tourism entertainment and events). In the workshop tourism stakeholders were invited to share their concerns and the local futures desired. The approach adopted in the workshop aimed to stimulate the creativity of the participants (Börjeson, Höjer, Dreborg, Ekvall, & Finnveden, 2006). Individual participants chose from a set of images the one that best represented the desirable future for the case study and fill a form describing their vision and keywords. Afterwards, divided into groups each participant presented his/her vision to the group. The aim and output was to reach a vision consensus as a group. This technique is defined by Börjeson et al. (2006) as having potential to broaden perspectives since decision-makers and stakeholders are included in the process, also aiming to stimulate the creativity of the participants.

## 1066 | THE MULTIVALENT RELATIONSHIP BETWEEN CITY MARKETING AND URBAN TOURISM: THE ELABORATION OF THE STRATEGIC CITY MARKETING PLANS FOR KOZANI AND LARISA

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**ABSTRACT:** The general strategic goal of urban tourism is considered, by many experts, to be the development of cities. The key question in this paper is the form of the relationship between city marketing (CM) and urban tourism, and as an expansion of this problematic, if this means that the strategic goal of CM is also the development of cities.

A series of questions are put in order to be answered in this paper. The development of cities is usually associated with positive effects, but negative effects also exist. How beneficial to tourists are the interventions in cities that are mainly addressed to residents and how residents benefit from the actions addressed to tourists? The dominant perception is that CM emphasizes the attraction of tourists. What is the practical significance of the debate whether CM constitutes part of urban tourism or urban tourism constitutes part of CM? The global experience has shown that tourism planning in cities is related to urban planning. Does this imply that CM is also related to urban planning?

It has been argued that people seek their identity in leisure activities. The question is whether the same is true for cities seeking their identity in functions, land uses and interventions related to leisure. Also, does identity coincide with the image and the vision of the city? Identity has gained an increasing importance in recent years when the problematic has shifted to social approaches compared to the one-sided orientation towards economic approaches of previous years. In this logic, the emphasis was on the global competition of cities, one factor which, in any case, remains important. The question is whether today it is still necessary, particularly in relation to the socio-economic crisis and to the use of city branding, and also whether it 'overrides' identity. Also, is branding relatively new, is it the logical evolution of marketing in time, or is it a part of marketing?

In order for city marketing and urban tourism to be implemented and effective, these should be planned in a strategic perspective. This, with respect to the temporal dimension of city marketing, emphasizes the future, but how does it cope with present problems and in what degree is it based on the past? What is, and what is not, a Strategic City Marketing Plan (SCMP)? Which are the factors of success and failure of city marketing and branding? Can the results be measured, in what ways, and in what depth of time? Do the slogan and the logo constitute the starting point or the end phase of the process? What is the motivation for elaborating the SCMP: imitation or necessity, i.e. it is done because others (the competitors?) do it or because it must be done? Assuming that city marketing, as well as urban tourism, are sufficient conditions for the development of cities, does this mean that these are also necessary?

These questions are also put in the context of the elaboration of the SCMP for the cities of Larisa and Kozani -two neighboring, but not similar, cities in Greece- which has been undertaken by a multidisciplinary team between 2013 and 2015. The starting point (the definition of the existing and the desirable image of the city) and the methodology were similar and based on a sectoral analysis, as well as on the results of field research. The surveys were conducted to residents, visitors and businesses, while semi-structured interviews were also conducted to the representatives of the majority of the stakeholders.

## 1259 | ANALYZE OF SOUTH GEORGIAN HEALTHCARE TOURISM CLUSTER COMPARING WITH GERMAN AND HUNGARIAN EXAMPLES OF THE REGIONAL PLANNING OF RESORT CITIES

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**ABSTRACT:** The article discusses importance issues of medical tourism and resort medicine for the case of Southern Georgian resorts, especially resorts in Samtskhe-Javakheti Region Akhaltsikhe, Borjomi and Abastumani. Cluster analysis principle is applied and the central role of health-care tourism and resort medicine in Tourism and Recreation Cluster of Samtskhe-Javakheti is defined. Historical experience of Georgia in health-care tourism and resort medicine is highlighted.

Renewed development of health-care tourism and resort medicine should be related to the Sustainable Urban Development of these settlements, therefore, future policy should be determined. In this regard, complex activities in following issues were offered: education improvement in the field of resort medicine, considering appropriate resort treatment in insurance packages, urban planning solutions and Smart city management, environmental and protective planting issues, rehabilitation of resort infrastructure. We offer to create health-care tourism cluster for Georgia considering contemporary trends, and for this were defined successful examples of developed countries, in particular, German and Hungarian cases.

The direct contribution of Travel and Tourism to GDP was 6.5% in 2015 in Hungary. The raising part of tourism is medical tourism in Hungary and the most popular area situated near to the Austrian border. All over the country there are many type of baths and the therapeutic use of them is common. The good examples of them could be helpful to create a brand new touristic destination in Georgia.

Also a good example for Georgian healthcare Tourism Cluster development is a managed system of German resorts named Deutscher Heilbäderverband. Resorts of Germany have united functional system, with interactive map and comprehensive information, resorts profile and category classification, affordable health-care activities, etc.

In tourism and recreation cluster of Samtskhe-Javakheti are considered Akhaltsikhe, Borjomi and Abastumani, like resorts, determining main profile of the region. Also potential thermal resorts of South Georgia should be considered for future development. In this regard climatic and geographic characteristics, also balneology resources potential of above mentioned resort cities were shown. Sustainable urban development recommendations for the rehabilitation and further development of the health-care tourism and resort medicine field were worked out.

**KEYWORDS:** Medical tourism, Resort medicine, Sustainable urban development, Regional Development

## SLOT T13.S02 | ROOM V1.24 | CAREY CURTIS | CURTIN UNIVERSITY

### 69 | ON ACCESS AND POLLUTION: AN (UN)EVEN DISTRIBUTION OF AGGLOMERATION'S BENEFITS AND COSTS

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**ABSTRACT:** In this paper we study human exposure to air pollution in the Brussels metropolitan area from an urban accessibility perspective. In particular, we focus on various categories of urban travellers, i.e. residents of the area travelling daily within or to the metropolitan core (i.e. the Brussels Capital Region-BCR). We look at individual exposure to air pollution, viewing this as a burden which is hypothetically unequally distributed among travellers, and we explore possible links between levels of exposure and personal levels of accessibility. Distribution of environmental burdens has been looked at from different perspectives to explore different hypotheses. Within the literature on environmental justice, numerous studies have looked at the relation between the spatial distribution of air pollution and socio-economic inequalities, suggesting that people at lowest levels of the socio-economic ladder (e.g. poor people, minorities...) tend to be more exposed (e.g. see Laurian 2008). From a different angle, other studies have focused more directly on exposure of urban travellers looking at the transport microenvironments and more specifically at the transport mode (e.g. see Kaur, Nieuwenhuijsen, and Colvile 2007; Zuurbier et al. 2010; Cepeda et al. 2016). The results are heterogeneous and, rather than providing a ranking among different modes, they point at a number of factors that need to be considered while comparing among them, including the position on the street and in/on the vehicle, the mouth's height from the ground, the route, the fuel type and the time spent on transport among many other. In the current study, we propose to test a different hypothesis, i.e. to what extent the exposure to air pollution of urban travellers is related to their level of access. As a corollary, we will develop a typology of urban travellers, based on exposure to air pollution and access, and we will look at the characteristics of the people found in the different classes.

To achieve this, we will use Living Labs as a research method, and work in conjunction with the local association BRAL-Citizen Action Brussels and with groups of volunteers to collect different kinds of data (see more on SmarterLabs.eu 2016). Data on the exposure will be collected through portable devices that measure CO and NO2 concentration and reference it with a time and location (GPS) tag, providing details on the volunteers' exposure while travelling. This will be complemented with information such as the mode of transport and the trip's motivation provided by volunteers through trip logs. Information on the volunteers' profile (e.g. socio-economic data, residence, mobility habits), finally, will be collected through a questionnaire.

The Brussels case is particularly relevant to test this hypothesis, because of the geographic and socio-economic configuration of the urban agglomeration. The metropolitan area, in fact, is characterised by a relatively poor and yet accessible urban core, and by a historical tendency of the middle class to migrate toward the periphery (both within and outside of the borders of BCR). In this context, while existing maps of air pollution show how the centre is characterised by higher levels of pollution than the suburbs (ATMOSYS Services 2016), our analysis investigates whether the air pollution burden on urban travellers represents a different distribution, possibly reflecting personal trade-offs between health and accessibility.

### 109 | HOW URBAN TRANSPORT SYSTEMS SUPPORT INDIVIDUAL CAPABILITIES: RECONSIDERING BOGOTÁ'S TRANSMILENIO FROM THE PERSPECTIVE OF ACCESSIBILITY

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**ABSTRACT:** The prevalent approaches to urban transport planning and policy tend to privilege the provision of transport resources, without considering how such transport alternatives respond to individual mobility needs and enhance the opportunities available to people. To overcome these limitations, the Capabilities Approach (CA) developed by Amartya Sen and Martha Nussbaum is increasingly emerging as one suitable alternative take on urban mobility: the CA may help to guarantee the access to urban resources and, at the same time, evaluate one's access to mobility in terms of enhanced capability to 'do and be' what one has to value. The paper aims thus to propose an evaluative approach of urban transport systems based on the CA, applying its proposal to TransMilenio - the bus rapid transit system of Bogota: the city has promoted significant public transport investments inspired by an explicit social commitment; nonetheless, peripheral areas and marginal groups have only partially benefitted from these infrastructural interventions.

The paper moves from a discussion of the specific contribution that the CA may have when dealing with urban mobility, thanks to its focus on the valuable opportunities that any individual has to lead the kind of life (s)he has reason to value. Mobility emerges as an individual ability that is differently formed and used, an opportunity that at the same time allows access to the manifold opportunities valued by each person. Assuming accessibility as the main evaluative criterion to observe how transport systems support individual capabilities, the paper combines two approaches. In a first step, the paper provides an evaluation of how the TransMilenio provides accessibility to a basic set of urban opportunities, such as jobs and schools. This stage is intended to observe how the transport system serves the various neighbourhoods of the city according to the access it contributes to provide. Since this analysis is necessarily aggregate and cannot grasp the personal features that are nonetheless relevant to understand which capabilities are available to individuals, a second evaluative step focuses on the inhabitants of one peripheral neighbourhood of the city. A survey led on some inhabitants of the area allows to examine the activities they value, how personal features determine varied personal abilities to move, and if these subjects are able or not to take part in varied activities.

The paper intends thus to explore how the CA may inform new approaches to urban mobility, as a way to contribute to individual well-being and societal development. Three are the dimensions of such contribution. First, a theoretical advancement of the understanding of mobility, as a differentiated ability required for accessing those varied opportunities that individuals may consider as important. Second, a focus on specific technical tools (such as accessibility evaluations), that may be reshaped by the specific choice of the CA (privileging thus an evaluation of the potential accessibility to a set of basic opportunities). Finally, a celebrated, socially-committed mobility planning experience such as the one of Bogota's TransMilenio can be critically reexamined thanks to the new interpretative and evaluative perspective provided by the CA.

## 861 | THE CHALLENGE OF MOBILITY IN URBAN PLANNING AND REGENERATION IN AN AGING SOCIETY: THE CASE OF JAPAN

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**ABSTRACT:** Japan is an aging society and has been depopulating since 2005. Japanese cities are experiencing a nationwide aging and declining population. As per the official estimates, the nation's population will decline by 12.5 million by 2030 and by 25 million by 2050. The aging and declining population has already made remarkable impacts on development of cities in Japan. However, not all cities are affected from this trend in the same way. The problem is relatively less serious for metropolitan cities, where urban population is still dynamic and economy is more vibrant. On the other hand, mid-size cities or regional cities have been suffering from economic decline and impoverishing of living conditions, especially in their central quarters.

This economic and demographic change has shifted the focus of urban planning in Japan from urban growth to urban regeneration (or reorganization), with more attention being paid to creation of sustainable cities with high quality of life and low atmospheric emissions.

Urban reorganization in the era of aging and declining population has two fundamental purposes:

- a) Addressing of key urban problems which were inherited from previous periods of rapid urbanization and economic growth,
- b) Tackling of global environmental problems, especially the climate change.



The primary targets and focus of urban reorganization differ among metropolitan and mid-size cities in line with their varying problems and priorities. Metropolitan cities prioritize the reduction of energy consumption and GHG emissions as well as rehabilitation or retrofitting of existing urban quarters and buildings that have higher environmental and carbon footprints. They usually aim to implement policies and projects that will make them smarter in several respects. Mid-size cities, on the other hand, have inherited significant problems from previous periods of rapid urbanization, such as urban sprawl and suburbanization, city-center decline, high reliance on private cars and increasing greenhouse gas emissions. Therefore, they are in search of appropriate policies and projects to achieve compact urban development or compact urban form.

In both policy settings, mobility issues have become an important challenge for urban planning and regeneration initiatives. The recent experience of Japanese cities advocates the need for a strong link between mobility policies and urban planning to prepare cities for a sustainable future. This paper will discuss the major differences between metropolitan and mid-size Japanese cities in their agenda for urban planning and regeneration, mainly with reference to the cases of Tokyo, Yokohama, Kanazawa and Toyama Cities. An essential part of the discussion will touch upon issues of urban mobility and urban planning.

## 1246 | MEASURING CENTRAL HUMAN CAPABILITIES IN TRANSPORT AS A COMPLEMENTARY METHOD FOR APPRAISING TRANSPORT PROJECTS IN THE CONTEXT OF SANTIAGO DE CHILE

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**ABSTRACT:** Social impact assessment in transport has been usually based on the understanding of changes in physical accessibility, casualties and security. However, looking for more complex factors for measuring the quality of trips from the users' perspective has been increasingly necessary to improve their quality life in the long term.

In this regard, personal preferences of users regarding issues of comfort, personal safety, physical wellbeing and health have not been fully accomplished. This paper suggest that Capability Approach (CA) (Sen, 1985; 2009; Nussbaum, 2011; 2013) has the potential to offer a much wider perspective on the social dimensions of equity, based not only on the access to resources or people's possessions, but also in the opportunities and freedoms that people have (Anand, P., Hunter, G., & Smith, R., 2005; Beyazit, 2011; Hananel, R. & Berechman, J., 2016; Kronlid, D. 2008). However, the use of a quantitative approach (e.g. surveys and questionnaires) as a valid method for measuring CA still remains an open question.

The aim of this paper is to suggest the use of a capability survey as a valid starting point for a more comprehensive social assessment of transport projects. The survey will reflect the applicability of some of the variables defined in the list of Central Human Capabilities (Nussbaum, 2011, 2013) specifically in relation to Physical and Mental Health Integrity, as well as concepts related to Senses and Emotions in transport. It is suggested that those factors will impact user's propensity for taking certain transport modes in addition to the built environment and socio-cultural factors. The paper is focused on the development of an applicable approach, measuring factors from the CA to be included as a complementary method for appraising transport projects.

The strategy for collecting the surveys was defined considering both residence and destination areas in Santiago de Chile, comparing areas with a mixture of income levels and accessibility to transport modes. Collection strategies in residence areas were related to the main local activities: (a) neighbourhood community centres; (b) primary and high schools (educational equipment); and (c) sociocultural hubs in local areas. Santiago as a monocentric city allows defining the destination areas in a very constricted area of three communes. In these areas, the survey was implemented in sectors with greater provision of offices, services and high educational centres.

## SLOT T15.S02 | ROOM V1.25 | DAVID EVERS | PBL NETHERLANDS ENVIRONMENTAL ASSESSMENT AGENCY

### 36 | THE SUBSTANTIVE IMPACT OF A PROCEDURAL RULE: THE CASE OF THE DUTCH 'LADDER' FOR SUSTAINABLE URBANIZATION

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**ABSTRACT:** The Netherlands, famous for national planning policies such as the protected Green Heart and prohibition of out-of-town shopping malls, opted in 2011 to replace all of its national substantive urbanization policies with a single procedural rule called the ladder for sustainable urbanization. The 'ladder' owes its name to the three steps that local zoning plans must consider when allowing new development. They must argue that a regional need exists, explain the siting within the urban fabric and consider traffic modality. The substantiation should be included in the plan's explanatory notes and can be challenged by citizens in the administrative court.

Like many other regulatory instruments, the 'ladder' is a procedural rule aiming to achieve substantive ends, in this case, reining in the overproduction of housing and commercial property on car-dependent greenfield sites that has characterized much of the urban development in the Netherlands over the past decade. A requirement to explain a planning decision in non-binding explanatory notes seems *prima facie* an ineffective way to overcome the powerful economic logic of land development. Indeed, an evaluation carried out in 2014 found the application of this rule to be wanting and identified some unwanted side-effects for planning, such as juridification of the planning system.

Given the benefit of a few years of implementation history, it is now possible to shed more light on the substantive impact of this procedural instrument. For this, we consult the extensive literature on the effectiveness of environmental impact assessments. We also wish to reflect on the accusation that the 'ladder' has placed an undue restriction on development, which resulted in a proposal for a fundamental reform in June 2016.

Our research draws on an extensive own analysis of hundreds of explanatory notes in the 2012-2016 period, a review of jurisprudence and 43 structured interviews conducted with municipal civil servants. The results so far indicate that the 'ladder' is becoming institutionalized in local practice and impacting planning practice both in terms of content and process. Examples of the former are decisions to alter and reduce the amount of urban development or, in a few cases, opt for a different location due to the ladder (on the other hand, some developments have occurred that demonstrate a blatant disregard for the spirit of the ladder, while still following it in letter).

The rule has not, as initially feared, led to more litigation (it does equip opponents with an additional weapon to challenge plans). Moreover, most of the legal issues surrounding its application seem to now have been settled by the courts. The jury is still out regarding the desirability of this instrument on balance; the municipal officers interviewed were highly divided in their opinions in this regard. Still, the results seem to suggest that the current move to fundamentally rewrite and weaken this instrument are premature.

### 59 | GOVERNING BY CONTRACT: SECTION 106 AGREEMENTS, PLANNING OBLIGATIONS, AND THE POLITICS OF URBAN DEVELOPMENT

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**ABSTRACT:** Governing by contract has become a prominent approach to public management in Britain in recent years, as governance arrangements have become progressively organised around and managed

through processes of contract writing. Despite this, there has been relatively little attention paid to the role of contractual governance processes within the fields of planning and urban studies. Focusing specifically on the mobilization of section 106 agreements in the London Borough of Southwark, this seminar draws attention to the role of these contractual arrangements in governing processes of urban development in the borough. As the vehicle in and through which planning obligations are negotiated, defined, and delivered, this seminar examines how section 106 agreements frame, articulate and govern the delivery of planning obligations in Southwark. This seminar argues that these contractual arrangements both operate as a tool to assert political control over private developers, while providing the local planning authority with spaces of flexibility to manoeuvre when implementing planning obligations. Their operation, however, render the politics of governing urban development technical, as planning obligations are articulated as techno-managerial objectives, defined according to particular targets and outputs.

### 338 | THE GAP BETWEEN PLANNING AND REALITY: THE EVALUATION OF COMMERCIAL LAND USE PLANNING IMPLEMENTATION IN KAOHSIUNG CITY, TAIWAN

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**ABSTRACT:** The urban planning system in Taiwan have been following the America and Japan system aiming at controlling and directing private development rights. The statutory plan as well as the land use control measures and zoning ordinances are the main tools for conformance-oriented plan, in which development rights are assigned in advanced along with the collective strategy in zoning plans. In most high-density cities in Taiwan, such land use control and management tools are considered highly important for better development orders and environmental quality. Nevertheless, the overall zoning ordinance implementation of Taiwan is considered weak for two main reasons. First, the actual urban development of Taiwan could date back to Qing dynasty and the modern urban planning system have implemented from 1964. Accordingly, second, to cope with the existing urban form and speedy population increase, mixed land use was wildly adopted in the zoning ordinance. As a result, varies of land use types are all permitted in different zones. For instance, residential buildings are allowed in commercial zones as well as most service uses are allowed in residential zones. Furthermore, property markets, political influences and citizens' expectations are three major factors on how developments actual realized in practice. As a result, in reality, many land development events might on one hand comply with the zoning ordinance, but the actual use fail to comply with the master plan and planning vision on the other hand. Take Kaohsiung city for an example, approximate 35% of commercial zones in downtown area were occupied by pure high-end residential developments. It further indicates that the zoning plan in Taiwan have weaker control power to the actual development. Hence, this paper will focus on commercial zones in Kaohsiung city. We will conduct a thorough mapping of unconformed areas by GIS analysis first to identify the possible influence of commercial activities and urban form. Secondly, by undertaking literature review of the planning history and land use theory, we intend to explore the potential issues of conformance-oriented planning. Thirdly, we will conduct interviews with stakeholders including residential property owners, planners and developers to understand the possible reasons for the gap between planning and reality to feedback to the future amendment of zoning ordinance in Taiwan.

**KEYWORDS:** conformance, statutory plan, commercial zones, zoning ordinance

**REFERENCES:** Carolyn G. Loh, 2011, Assessing and Interpreting Non-conformance in Land-use Planning Implementation, Planning Practice & Research, 26:3, 271-287; Umberto Janin Rivolin, 2008, Conforming and Performing Planning Systems in Europe: An Unbearable Cohabitation, Planning Practice & Research, 23:2, 167-186.

### 553 | PERIURBAN LANDSCAPES– LEGAL NO MAN'S LAND?

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**ABSTRACT:** Periurban areas are spaces located in the urban fringe, between the city and pure rural areas. Most such areas lie in close proximity to the consolidated urban areas, but can also consist of

smaller scattered settlements in rural landscapes. Usually understood as a type of urban sprawl, periurbanization is one of the most significant contemporary processes of land-use change in Europe.

In Portugal, low-density sprawl has increased in the past couple of decades, due to cultural and economic changes as well as shifting life-style choices. Public investment in infrastructure greatly improved accessibility in the outer fringe of the metropolitan areas, and private real-estate development has coveted the lower land prices, proposing new periurban housing as an affordable alternative to the inner city, or even the suburbs. These trends have been especially noticeable in the Metropolitan Area of Lisbon (MAL).

Local governments (Municipalities) are tasked with land-use classification and qualification, through their Municipal Land-use Plans. While originally (1990) the land-use legal framework allowed for several different classes of land-use, the newer versions of the law require land classification to mark a clear distinction between just two classes: urban or rural land. Any further refines comes in the form of land-use qualification, which establishes the dominant activities, and regulates building rights, compatible uses, and restrictions.

But, within this strict dichotomy between mutually-exclusive urban vs. rural classes, where to place periurban spaces, urban sprawl, the diffuse city?

In this communication, we address how periurban territories have (or rather, have not) been addressed by Portuguese land-use law. We survey and discuss the legal standards that frame land use planning, and especially those norms regulating building rights in periurban and rural areas. By comparing the Municipal Land-Use Plans across all municipalities of the MAL, we identify and rank their standards in terms of their level of restrictiveness to building outside urban perimeters. We compiled the data and, resorting to a multi-criteria decision analysis, calculated an aggregate Building Permissiveness Index for the land-use plans, and contrasted the results with the intensity of land-use transformations.

While it may be a stretch to assume that the level of permissiveness of some local land-use plans is responsible for the sprawl occurring in the fringes of the MAL, we were nevertheless able to identify lax legal standards that were, if not the drivers, at least a necessary condition to allow periurban development to take hold. The dichotomy in urban/rural classification, which persists even after the new legal framework was enacted in 2014/2015, will likely remain unsuited to adequately deal with these territories, not quite urban enough, and no longer rural.

## 910 | THE ROLE OF PRIVATE AND PUBLIC STAKEHOLDERS ON STATUTORY PLANNING FUNCTIONING IN POLAND. CASE OF POWIŚLE IN WARSZAWA

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**ABSTRACT:** Key words: Urban transformation, planning instruments, spatial cohesion, governance

Since the system transformation in Poland, which resulted in the insertion of market of the economy, and the decentralised rule, the role of the private or corporate investors in the territorial transformation has substantially increased. The literature on systems of governing provides with various interpretations of the neoliberal strategy. But the situation in Warsaw it is also a result of the post-communist era, characterized by the necessity to develop practices adapted to the new economy and competitiveness.

The Municipality produces building permissions on the basis of fragmented planning decisions, which privilege investments but expose to risk the aspect of the cohesion of the ensemble of both existing and designed assets.

The aim of this presentation is the analysis of the impact of private investments on the example of historic district Powiśle, and the positioning of transformations in the wider planning context of Poland. Diagnosed site is a part of the Śródmieście administrative quarter. Located in the historical downtown, with particular landscape advantages due to the proximity on the non-regulated borders of the Vistula river, this area is currently very demanded and fashionable. It is undergoing the typical transformation of post-industrial sites. The installation of several public facilities, like a university library (BUW) and the science museum (Kopernik) caused gentrification. The former power plant is being transformed into commercial centre with housing. The new flux of population got strengthened by the important investment on multiple housing developers. The terrain, initially localized in the zone with the risk of flooding, became expensive.

To find the logic of following spatial changes one might seek to examine the Master plan for the district. But it is not provided with the holistic concept. Actually documents defining possible regulations are and dispatched and its elements are still being conceived. There will be a variety of used polish planning tools explained in order to help to understand this phenomenon.

The applied methodology consists of the diagnostic of established and legally binding plans (m. p. z. p.), completed by site visits and qualitative interviews.

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## SLOT T15.S10 | ROOM V1.26 | FRANCESCO CHIODELLI | GRAN SASSO SCIENCE INSTITUTE

### 81 | CORRUPTION AND ORGANIZED CRIME IN THE FIELD OF URBAN PLANNING

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**ABSTRACT:** The presentation deals with issues of corruption and infiltration by organized crime in the planning domain. It centers on thorough analysis of the case of Desio (Milan, Italy), where a recent judicial inquiry discovered several instances of corruption related to the drafting of the local master plan, in an environment characterized by the rooted presence of a mafia-type organization known as the 'Ndrangheta. The study sheds light on the various types of corrupt practices that prevail in the field of urban planning, the main issues at stake, and the key public agents involved. Also some general hypotheses about the main institutional factors fostering corruption in the planning domain are presented.

### 232 | INSTITUTIONAL INNOVATION OF URBAN REGENERATION IN CHINA: A COMPARATIVE STUDY OF SHANGHAI, SHENZHEN AND GUANGZHOU

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**ABSTRACT:** The first decade in 21 century witnesses China's struggling transformation from extensive development to intensive development. In response to the new phase featured by the new normal economy, slowing urbanization process and stock-based development, urban planning embodies a focus on structural change from expansion planning to redevelopment planning by limiting horizontal urban sprawl, improving environment sustainability and promoting urban regeneration of low efficient built-up area. However, the existing planning policies, regulations and management institutions, accustomed to the top-down control on new development, do not prepare well for handling the implementation and operation of the increasing urban regeneration projects, which is mainly due to the lack of flexible approaches for property ownership transfer, land-use change, cost-benefit balance and consensus reaching of stakeholders.

Therefore, focusing on three leading Chinese cities of Shanghai, Shenzhen and Guangzhou that have initiated a pioneering and influential institutional innovation of urban regeneration in recent years, the paper analyzes their institutional reform from various aspects such as establishing regeneration management agency, issuing new legislation and regulations, innovating plan-making process and contents, and defining regeneration units for project implementation. Through the performance evaluation of the three innovation modes characterized by market-oriented (Shenzhen), government-oriented (Guangzhou), and (Shanghai) eclectic respectively, pros and cons, as well as success and failure, of different institutional arrangements are discussed in a comparative approach. This study reveals that the operation of urban regeneration in China shows significant difference from that of western countries when governments play multiple roles as participant, facilitator and supervisor simultaneously, and the dilemma of interest distribution makes many regeneration projects realize in a way of vertical sprawl without adequate attention on public interests and social inclusive. Strategies on how to improve the institutional innovation of urban regeneration have been proposed as the conclusion at the end of the paper.



## 332 | BETWEEN STATE 'STATIC' PLANNING & PRIVATE 'FLEXIBLE' PLANNING: ANALYSIS OF PLANNING REGULATIONS AND TOOLS; THE CASE OF LEBANESE UNION OF MUNICIPALITIES

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**ABSTRACT:** Planning law and regulations has long been considered as the task entrusted by the government institutions that allows providing an equitable planning framework aiming public interest. However, in the context of globalization, the private sector is playing a growing role in the urban development and planning. This role is not only financial; and not limited to specific projects.

It is the case also in the developing countries, where the withdrawal of the State and its reluctant performance is accompanied by the rise of new planning actors through the State delegating of public tasks to the private sector.

Dominated by sectarianism and neoliberal urban policies, Lebanon presents a good laboratory to investigate this topic, where the rise of new planning actors; the private sector (real estate developers and private firms under the authority of political parties), are witnessed, showing expertise in the field of town planning and planning.

This paper examines the multi-scaled planning regulations and tools in Lebanon by differentiating between the state planning that provides administrative institutional planning framework and the private planning that provides another type of institutional framework. The paper shows the institutional administrative framework as out-dated, incapable of responding to the evolving cities' needs, static and plagued with bureaucratic inefficiency. This situation fosters the rise of the so-called corporate planning, an alternative 'flexible' planning related to the private sector intervention.

The paper argues that in between these two practices, new territories within the national territory emerge governed by unions of municipalities. These territories are still under construction while rethinking their own planning tools. However, the practice of the latter goes beyond the ubiquitous statutory, regulatory logic and incorporates elements of political, sectarian and communitarian logics. The paper thus shows that unions of municipalities as new institutional actors and spatial entities, backboned by their political and communitarian powers, are bypassing the entire regulatory planning system provided by the central State. Hence, based on negotiations and (in)formal alliances, they are using their own planning tools and regulations in order to manage and develop their territories.

Hence, planning in Lebanon is not only performed by administrative authorities working on defined territorial boundaries using regulatory planning regulations, tools, methods and know-how. New territories within the national territory are being emerged regulated by specific planning tools and laws. These dynamics are heavily contested in their settings (a private company or a political party leading the project) its objectives (either the predominance of the regional corporate objective or a local political communitarian objective) and its implications (gentrification, relegation and territorial appropriation).

**KEYWORDS:** Planning laws, regulations, tools, neoliberalism, private actor, sectarianism, Lebanon, Unions of Municipalities

## 352 | NON-COMPLIANCE WITH PLANNING LAWS IN OECD COUNTRIES: THE CASE OF PORTUGAL AND ISRAEL

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**ABSTRACT:** Most research to date has focused on the widespread phenomenon of informal construction in developing countries. However, advanced-economy countries also encounter illegal development, though probably at different scales and attributes compared with developing countries. Yet

despite the importance of understanding this linchpin of the planning-to-implementation process, there is very little research on this topic in OECD countries.

This paper presents a comparative analysis of non-compliance with planning laws in two OECD countries selected for in-depth analysis – Portugal and Israel. Within the spectrum of non-compliance among OECD countries, these countries probably fall mid-way in the extent of non-compliance compared with the range among advanced-economy countries. Like most OECD countries, the selected countries have functioning planning-law systems. Their experiences can thus offer lessons for many more countries. Recognizing the limitations of enforcement mechanisms as prevention, the paper focuses on how each of these countries responds to illegal development.

The method relies on two main sources: Analysis of official documents – laws, policies and court decisions in both countries – and field interviews about practice. In both Portugal and Israel, we held face-to-face open-questionnaire interviews with lawyers and other professional staff at various government levels. The interviews focused on four issues: the effectiveness of the existing enforcement instruments, the urban consequences of illegal development, the law and policy regarding legalization, and the existence of additional deterrent measures.

This paper creates a framework for looking at alternative types of government responses to illegal construction. The paper is also, to our best knowledge, the first to present a systematic cross-national comparative analysis and critique of such responses.

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## 526 | ZEIS: URBAN POLICY INSTRUMENT IN A DIVIDED SOCIETY

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**ABSTRACT:** This article describes and analyses of ZEIS (Portuguese acronym for Special Social Interest Zones), a zoning instrument present in urban legislation in Brazil, for the production of social housing and redevelopment of informal areas in the city of São Paulo during mayor Fernando Haddad's administration (2013-2016). ZEIS define rules of land use in areas considered of social interest, effectively making them areas where housing for low income families can be built. An area of social interest is a jargon from Brazilian urban planning that includes, but is not limited to, favelas (slums), cortiços (tenement houses) and illegally invaded areas. They could also apply to certain areas where the demand for low-income destined housing is unusually high. ZEIS are also a planning category that allows the establishment of different urbanization standards to those prevailing in the formal city. They were conceived in the 1980s, post-military rule in Brazil, when a number of local governments were elected with the strong support of progressive social movements, in the hopes that they would act on slum regularisation and housing, especially with title granting and other previously unthinkable policies. There are four types of ZEIS that address different issues. During the administration of mayor Fernando Haddad there was an increase of 23% in areas included in ZEIS in city of São Paulo, which has yielded strong results in the redevelopment and regeneration of risk areas, areas of environmental protection invaded by poor families, and other types of social interest areas. This was made possible by the idea of social function of property which is stated in the 1988 Brazilian Constitution, considered as one of the most progressive in the world, and also in the well known 2001 Bill Estatuto da Cidade (City Statute). This idea is also the base for the new São Paulo Strategic Plan enacted in 2014. The questions we wish to address in this article are: What is ZEIS and why is it an innovative urban tool to promote the right to the city? How has it performed as a planning instrument for redevelopment and regeneration of parts of the city in the period studied? How can legislation based on the social function of property contribute to tackle larger socially and economically exclusionary economic trends in certain parts of the city? It builds upon knowledge acquired by one of the authors as director of the Department of Urbanism (DEURB), policy analysis, interviews with key policy makers and mapping.

## SLOT T17.S02 | ROOM V1.27 | ELISABETE SILVA | UNIVERSITY OF CAMBRIDGE

### 606 | THE BENEFITS OF EMPLOYING STIGMERGIC SIGNALS TO GUIDE VIRTUAL DECISION-MAKING: A COMPLEX SYSTEMS APPROACH

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**ABSTRACT:** Virtual environments are playing an ever-increasing role in helping us understand, navigate, and plan our urban worlds (Pereira, Rocha, and Poplin 2012). As we are still in the early days of smartphones and web applications, we can anticipate the creation of ever more interfaces that frame the potentialities of urban space through interactions mediated within virtual space. Accordingly, greater attention needs to be paid to the mechanisms through which virtual urban platforms are structured – how one navigates their interfaces, how decision-making is steered, and how data is relayed amongst users.

In order to better conceptualize means with which one might begin to structure this space of the virtual, this paper turns to the realm of Complex Adaptive Systems (CAS) theory. CAS provides a framework for analyzing subject domains that involve many actors, complex interactions amongst them, and the emergence of ‘fit’ patterns of action. In many instances of CAS the nature of the actors, their goals, and the resources available to them is initially unknown; yet meaningful coordination nonetheless occurs in the absence of top-down prediction and control.

While there are many ways to center research drawn from CAS, and many ways to discuss virtual platforms, this paper focuses specifically upon the mechanisms that allow flows of information to be conveyed within CAS systems. Stigmergy - a term used to refer to the ‘marking of action or work’ (Grassé 1959) – is a key mechanism that enables CAS to relay information and coordinate complex tasks without the benefit of either top-down control or direct agent-to-agent contact, thereby solving the so-called ‘co-ordination paradox’ (Theraulaz and Bonabeau 1999). Stigmergy acts as a coordination mechanism within group decision-making contexts that helps constrain and steer actions towards fit regimes.

This paper argues that virtual interfaces that are informed by a more complete understanding of CAS dynamics - specifically the functionality of stigmergic signals - can be more effectively designed to optimize their coordination dynamics without need for top-down control. Through a more explicit understanding of both CAS and stigmergy, it is possible to identify, disseminate, filter, and evaluate urban information into subsets, such that relevant patterns for action can emerge to the forefront.

The paper offers several illustrative examples of how online planning processes might incorporate stigmergic signals through rating devices that enable the ‘crowdsourcing’ of design decisions. In addition, it presents a preliminary prototype of this process, an experiment in developing graphic content for a web site using crowd-sourced graphics and crowd-sourced graphic parameters that co-evolve in response to feedback. The author concludes with implications and directions for future research.

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### 827 | AN ECOSYSTEM SERVICES BASED ENVIRONMENTAL SUSTAINABILITY ASSESSMENT TOOL FOR LAND USE PLANS

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**ABSTRACT:** The mostly used and agreed sustainability definition is maybe the first one made by United Nations World Conference on Environmental Development (1987) in the Brundtland Report stating that sustainability is a development approach that enables progress today without compromising from the abilities of future generations to develop themselves. There is a consensus that human activities must be sustainable and meanwhile there has to be fixed level of disruption of resources based on human activities that reduces the ability of this capital to sustain for the humanity in the future (Arrow et.al, 1995).

In this aspect land use planning is one of the most critical tool that shapes our living environment by setting the limits of development and urbanization. Hence planning process itself is an important factor in sustainable development. After a detailed literature review including several researches in the fields of landscape planning, landscape ecology, environmental impact assessment, ecosystem management Leitao and Ahern remark that sustainable land use planning is an inevitable conclusion of the evolution of the planning discipline into the 21st century where new social values such as the key concepts of sustainability (solidarity between present and future generations and the need to balance development with nature) are increasingly being seized upon into planning process and regulations (2002). In addition, there are various scientists claiming that sustainability is one of the integral parts of the landscape planning process (Forman, 1995; Grossman and Bellot, 1999). However it has been observed that planning discipline wasn't rapid enough to fit into the principles of ecology and therefore sustainability must be adopted more efficiently in planning process and administrating lands for which new tools are required (Leitao and Ahern, 2002) since its spatial component is strongly related to inter-dependence of land uses and to spatial processes such as fragmentation (van Lier, 1998).

In order to remove this gap, this study adopts environmental sustainability into urban plans, based on Burkhard's ecosystem service mapping approach (2009) that provides an efficient tool for understanding capacity of land use's ecosystem service provision. But since Burkhard's approach only deals with the service side of the land use, it does not include the impact side of it and hence doesn't provide insight on environmental sustainability of land use. As the definition of sustainability suggests, by environmental means, the impact of land use must not exceed environmental limits of the planned area. So in this study, we made an addition to Burkhard's approach, by putting the impact dimension of land use into our analysis and developed a GIS model that calculates a land use plan's performance based on its ES provision capacity and environmental impact. Here our novel assumption is that a land use plan's environmental sustainability is equal to the difference between ecosystem services provided and environmental impacts caused.

With the development of this GIS tool, it will be available for an urban planner to analyze the sustainability difference between current land use and proposed land use plan and hence it will be available to revise the planning decisions for the good of environmental sustainability.

## 869 | SIMULATING THE URBAN GROWTH IMPACTS OF A SPATIAL PLAN WITH CELLULAR AUTOMATA: EVIDENCE FROM THE ASHANTI REGION OF GHANA

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**ABSTRACT:** Cellular Automata as a dynamic bottom up urban modelling approach has been employed in the simulation of urban growth in diverse regions across the globe. The simulations which are mostly based on trend scenarios either inform or are expected to underpin the formulation of spatial plans and policies. Whilst this is crucial, the path of how formulated spatial plans are likely to impact urban growth patterns is less explored in CA urban modelling. This gap appears particularly huge when situated within the context of the cyclical relationships between patterns and plans. Thus, whilst historical urban growth patterns inform plans, it is also the case that urban plans inform future urban growth patterns. Presenting the Ashanti Region of Ghana as a case, the study will simulate the urban growth impacts of the region's Spatial Development Framework, juxtapose it with another simulation based on historical trend scenario and discussed the results with key Spatial Planning stakeholders of the region. In the process, an existing dynamic cellular automata model, SLEUTH will be modified through the consideration of additional urban growth variables such as population, infrastructure and amenity distribution, centralities and proximities among others. The research will, therefore tap into multiple and diverse dataset encompassing but not limited to: classified satellite imageries; population, socio-economic and infrastructural data; formulated spatial plans; and wide range of existing theories. Stemming from the above, the research is expected to, on the one hand, methodologically contribute to exploring how the urban growth impacts of existing spatial development frameworks and plans could be simulated with CA models and on the other, proffer insights

into planned versus likely impact of formulated spatial plans, thereby informing urban planning policy.

## 1035 | OPERATIONAL RESEARCH IN SPATIAL PLANNING

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**ABSTRACT:** The need to develop new methods supporting spatial planning is nowadays one of major challenges of modern urban planning. Discourse on new ways of urban management gains new meaning and is in fact a discussion about the contemporary urban planners' skills and tools. The paper presents new solutions which could provide a support for coordinated, rational, and transparent decision making under conditions of risk and uncertainty. First of all, a brief analysis of decision making processes in spatial planning is presented: conditions, objectives, shortcomings, and challenges are investigated. Second of all, possible solution, namely multi-criteria decision analysis (MCDA), is discussed. MCDA is a sub-discipline of operational research and was developed in 1960s in the business sector. MCDA is used in the situation of having multiple, usually conflicting, criteria and therefore has a potential for implementation in spatial planning. In the last part of the paper, some examples of using the MCDA methods for the purpose of urban management are offered. General evaluation of the proposed approach is conducted in order to identify strengths and weaknesses that could be addressed in further research. So far, it seems that bringing together economics, operational research, ICT, and applying them in the field of urban studies, could improve city policy making and urban management. It seems fair to say that urban planners might have no other choice but to look far outside their own academic discipline in search of new tools; therefore, the paper encourages a discussion on whether methods derived from operational research could be incorporated into spatial decision making process.

**KEYWORDS:** city governance, strategy making, decision making, MCDA

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## 1275 | THE METHOD OF PREPARING LAND CAPACITY ANALYSIS USING GIS TOOLS. A CASE STUDY FOR WARSAW CITY

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**ABSTRACT:** In the latest amendments to the spatial planning regulations in the Polish law, made on 25th September 2015, new requirements for the spatial analyses have been indicated. The most important analysis which is currently obligatory while preparing zoning and structural plans is the land capacity analysis. Due to the huge areas of municipalities that have to be analyzed, the process should be automated. To prepare proper calculations and the analysis of Warsaw's territory capacity, the application of GIS tools was proposed. The process was divided into three stages. During the first one the spatial database was created. It included such elements as: buildings, plots of land, as well as spatial development indexes mentioned in zoning plans, which characterized particular areas. These indexes included, among other: density and the height of buildings. The required information, like the number of floors, building's area; plot's area and building's function were added to the database. The second stage consisted in creating the calculation schema using Model Builder module. In this module the procedures for the calculation of total buildings usable area, density, as well as the weighted average number of floors, were implemented. Further stages consisted in analysis, in which the appropriate indexes' values - obtained with the calculations and existing in the spatial documents requirements in Warsaw were compared. The results of the analyses can be visualized with maps and diagrams. It was decided to present them, making as an example a map showing the spatial distribution of the areas, where exceeding the established values indexes (for instance building density) were observed. These analyses enabled



also the determination of the areas suitable for raising the building density, instead of allowing new buildings on undeveloped land. As a result – it can be helpful in decreasing the rate of the urban sprawl.

## SLOT T18.S02 | ROOM V1.08 | WARD RAUWS | UNIVERSITY OF GRÖNINGEN

### 261 | PLANNING IN POST-COMMUNIST CITY: THROUGH FLEXIBLE PLANNING TO NATURAL GROWTH AND DEVELOPMENT

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**ABSTRACT:** A city which has been through a long historical development and continuity in its planning resembles a naturally growing primeval forest in which it is possible to find and well distinguish old, solid and stable structures from those young ones which are still looking for their place in the world. However, how should we resolve situations when, due to long-term political events – 40 years of communist central directive planning – this continuum does not exist? How to pick up the threads of the natural development which was violently interrupted, so that the scars and wounds both on the face of the city and also in its surrounding agglomeration would heal up, if possible, as soon as possible and also in the most natural way?

However, what is a natural way? Is all that happened in the past natural? That which was entered into the development of the urban organism forever? Or is it necessary to look for that naturalness deeper – in the fundamental developmental system processes which predestine long-term stability of structures conditioned by them? An old and until now existing structure is surely stable, just as a new one is surely unstable. However, does this always hold true and is it possible to assess this stability based on certain features? And which structure should we regulate by means of urban planning, and in which ones should we take into account their unanchored state, if we want to ensure further open development of the city? And, finally, how should we set the planning in a sufficiently flexible way, so that the cities would overcome the discontinuities in their historical development and thus pick up the threads of their former dignity and character?

In search for answers to the above-mentioned questions, experience from a country which in the past one hundred years has been through a development as a part of a multinational monarchy, democracy, totalitarian regime, wild capitalism and over the last few years has anchored in the Western European structures, is unique. Thus, in this paper the authors deal with the evolution of complex social systems and economics of their planning, namely from on the measuring scale the most detailed level of individual building blocks to characteristics of the holistic decision-making process on the political level. All the above-mentioned themes are illustrated and described in an example of Prague, the system of its planning and the variety of approaches to its planning.

### 275 | CONCEPTUALIZING SELF-ORGANIZATION IN URBAN PLANNING: TURNING DIVERGING PATHS INTO CONSISTENCY

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**ABSTRACT:** Within the realm of urban studies and spatial planning, the concept of self-organization receives increasing attention in understanding spatial transformations and related planning interventions (De Roo et al, 2012; Portugali, 2011). In exploring the potential of self-organization, various scholars however introduce diverging interpretations of the concept, consequentially leading to different interpretations of what the concept of self-organization can offer to planners. In the first part of the paper, we show that these different interpretations have their foundation in two distinct epistemic positions: One is a critical-realist interpretation of complex adaptive systems (Byrne, 2005), resulting in a planning focused on pattern recognition and formulating guiding conditions (Portugali, 2011; Rauws, 2015). The other includes a post-structuralist interpretation of emerging assemblages (Cilliers, 1998; DeLanda, 2006), leading to a planning focused on personal style and situational behavior (Boonstra, 2015). Although both

contribute to further explications of what self-organization can offer to planners, the potential synergies between the two epistemic positions has so far remained unexplored. Therefore, the second part of the paper explores their complementarity in dealing with urban transformations and discusses how to turn them into consistency with one another – meaning how they can mutually reinforce each other without losing their individual epistemic strengths. Based on this exploration we suggest a style of spatial planning in which the planner is able to act adaptively and differentiate in style in response to the situation at stake, among others by means of pattern recognition. On a conceptual level the paper shows how planner scholars can make sense of the diversity of ongoing processes of self-organization in the context of spatial transformations.

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## 658 | REGIONAL RESILIENCY: EXPLORING THE EMERGENCE AND RESILIENCY OF TWO REGIONAL INITIATIVES IN THE NETHERLANDS

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**ABSTRACT:** In the past few decades we have observed a proliferation of regional initiatives labelled in various ways. Some refer to city-regions, appealing to some kind of territorial coherence of adjacent cities, others to learning -, creative -, or competitive regions, ascribing to the region human abilities to learn and create. Even though such regional initiatives are very distinct from each other in their appearance and process of development, most of these initiatives are results of actor networks with some kind of common interest crossing the administrative boundaries of cities. As such, from an actor-network perspective, it can be argued that regions emerge through network activities between various actors who in first place prioritise meaningful (economic) relations above spatial scale and fixed demarcations. In the same line, regions are thought as a landscape of perpetual overlapping processes of becoming.

In this paper we want to investigate the difference between regional network initiatives that represent things already taking place and regional processes that capitalise their potential to transform the landscape of overlapping processes. Such regional processes develop at a certain grade of complexity and uncertainty of how relations (re)assemble. The question in this paper is not so much what are these regional initiatives but rather how do they become. This is important in order to learn about conditions and planning activities, which lead to regions with actual capacity to transform and lead to innovative governance practices. Consequently the dynamic context of changing relations also implies a different role for planners in regional initiatives. Even though it seems impossible to plan for such complex and volatile regional processes, planning activities occur and regional concepts emerge in co-evolution with other socioeconomic processes.

In this paper we will explore the emergence of two regional initiatives in the Netherlands. One, Brabantstad, is a governmental initiative concerning five middle-sized cities in the province of Brabant. The other, Eindhoven-Leuven-Aachen-Triangle, is a cross-border regional network including Flemish and German cities Leuven and Aachen. With the help of Assemblage Theory and Actor Network Theory we will investigate which conditions lead to more (or less) resilient and robust regional initiatives and their capacity to transform their context.

## 712 | ECOLOGIES: COMPLEX PRODUCTIVE CONFIGURATIONS

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**ABSTRACT:** Urbanisation processes affect the transformation of all categories of landscapes by changing the distribution of resources, competences and decision mandates. Possibilities to transfer comprehensive planning approaches between different geographic situations are limited due to difference in stability thresholds. Emerging urban change increases the complexity and non-linear relationships between cause and reaction. To meet these challenges, theory on complexity, adaptation and self-organisation have been highly influential on the urban discourse during the last decades.

The aim of this paper is to critically discuss how the understanding of cities as complex adaptive systems risk to lock political dynamics on, how to optimize a healthy urban (economic) development and thereby blind a broader spectrum of directions for future local-regional development.

Urbanisation seen as an (uninfluential) evolutionary progress risk to cause vulnerable situations in both growing and declining (urban) areas (Björling, 2016). Seminal work on complexity (Holling, 1978; Holland, 1992; Levin, 1999), contemporary research on adaptive capacity and ecological thinking (Norberg & Cumming, 2008; Reed & Lister, 2014) show the usefulness of complexity theory for dealing with socio-ecological and socio-technical challenges of concentrated and extended urbanisation. But, theory of complex adaptive systems must be dealt with carefully when transferred from ecosystems to urban planning with its onset in democratic governmental rights and welfare society's values of for example equality, solidarity and unbalanced power-relations between urban and rural areas and between society and nature. Important questions therefore arise concerning who has the privilege of interpretation and whose adjustment capacity and redevelopment processes will be prioritized.

To challenge and expand models of complexity and adaptive systems this paper discusses the potential of using the conceptual tool ecologies to discuss the urban landscape as overlaid complex productive configurations. Through design-based research, focusing on two ongoing planning processes in West Sweden Region (Comprehensive planning, Mariestad and Älvstaden, Gothenburg), the concept of ecologies has been tested to emphasize a relative and relational understanding on space, to highlight the productive (enabling and constraining) capacity of the physical environment, establish platforms for political negotiation and bridge the divide between nature and society. The paper present how urban ecologies have been useful to identify site-specific potentials and to specify approaches in order to both stabilise and trigger urban processes. These experiences are then discussed through the theoretical models of complex adaptive systems (Norberg & Cumming, 2008; Reed & Lister 2014), assemblage-theory (Delanda 2006; Guattari 1989) and spatial production (Lefebvre, 2003; Massey 2005; Harvey, 2006).

Using assemblage-theory in combination with theory on complexity and spatial production, ecologies as complex productive configurations open for a discussion about different possible material and discursive configurations of future local-regional planning. This in turn broadens the perspective on political alternatives for future urbanisation and challenge the tendency of economic growth paradigms to view processes of urban decline and expulsion as natural parts of the built-in creative destruction of advanced capitalism.

## 718 | ADAPTIVE PLANNING FOR URBAN TRANSFORMATION. DEVELOPING A FRAMEWORK FOR SETTING CONDITIONS THAT GUIDE SPATIAL CHANGE

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**ABSTRACT:** Cities are embedded in dynamic physical and institutional landscapes. In order to remain vital over time they respond, adjust, and coevolve with the changing circumstances they are confronted with. Complexity Theories of Cities (CTC) can assist planners in analysing these processes of coevolution, understanding their underlying mechanisms, and identifying the possible challenges for planning

intervention. Casting cities as Complex Adaptive Systems, one of these challenges is to develop development frameworks and regulations that enable processes of coevolution. This is to say that planners look for ways that allow them to guide urban transformation with deliberative interventions on the one hand, and to strengthen the responsiveness of cities to unforeseen effects and consequences as well as unexpected events on the other.

Taking this challenge as the focus of the paper, we will explore an adaptive approach to planning. Being concerned with strengthening the capacity of urban systems to maintain or re-establish a 'fit' with their dynamic environment, we will argue that adaptive planning is first and foremost about influencing and generating the conditions under which urban developments get shape. Consequently, is it not the content of urban development programmes or the process of establishing these programmes that will be the starting point. After all, these are considered volatile and to some extent unpredictable. Alternatively, adaptive planning takes as a start the conditions under which content and process are created, evolve and altered. In this contribution we explore what these conditions include and how planners can influence them in the context of urban (re)development programmes, by combining CTC with Ostrom's Institutional Analysis and Development framework.

We will argue three types of conditions are key for adaptive planning: 1) conditions that increase the flexibility of the pace and direction of development (e.g. incremental development), conditions that secure quality of life (e.g. no interference in the domain of others), and conditions that make desired development trajectories more likely to emerge (e.g. energy neutrality). We will illustrate how these conditions may look like in practice with help of the currently formulated strategic plan for the city of Groningen, The Netherlands, called 'Next City'.

The second part of the paper will present a framework that assists public planners in generating the distinguished types of conditions. Doing so, we build on the Institutional Analysis and Development (AID) framework of Ostrom (2011) as it offers a situational understanding on how formal conditions influence individual actions in complex systems. While Ostrom designed the AID framework for analysing socio-ecological systems, we will argue that it can also be supportive in complex urban processes by linking it with CTC. The chapter concludes with discussing the implications of adaptive planning for the actors that are typically involved in urban redevelopment projects, such as citizens, land-owners, investors, and of course public planners.

**REFERENCES:** Ostrom, E., 2011. Background on the institutional analysis and development framework. *Policy Stud. J.* 39 (1), 7–27.

## 1152 | REFUGEE FLOWS, CRISIS AND SELF-ORGANIZATION IN ISTANBUL AND TURKEY

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**ABSTRACT:** Istanbul has been absorbing too much inner migration flow from the less developed regions and cities of Turkey because of its locational, economical and cultural advantages since 1960s. In addition to this over growing, a new and huge forced migration has been started to flow from Syria to Turkey and Istanbul after the war in Syria in 2011. It is about 3 million Syrian refugees have come to Turkey and 450.000 of them have come to Istanbul, only 10 % of them has been started to live in special camping areas which were prepared for them in different cities by the government, the most of them has started to live and to create their own living conditions and try to integrate life by themselves in different Turkish cities. This big flow has caused a wave of change and transformations and many sudden and complex socio-economic-spatial- cultural and safety problems, and therefore the effects of this continuous uncertain flow could be interpreted very complex social crisis for urban life in those Turkish cities.

The aims of this paper; first is to understand dynamic changes about policies for this kind of international migration flows in national and international levels? Second is to understand multi-level self-organizations of governmental and non-governmental organizations take roles at international, national and local levels to search, to organize or to give some services to those refugees in this process? Third is to understand which kinds of urban pattern transformations have been occurred in which parts or districts in Istanbul where refugees prefer to live?

**KEYWORDS:** Refugee Flows, Social Crisis, Pattern Transformations, Socio-spatial Dynamics, and Self-organization

**SLOT T19.S02 | ROOM V1.07 | ADRIANA GALDERISI |  
UNIVERSITY OF CAMPANIA LUIGI VANVITELLI**

**262 | LIVING THE CLIMATE RESILIENT CITY—HANGZHOU'S  
FIVE WATER CO-LEAD STRATEGY**

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**ABSTRACT:** Climate awareness in urban planning has increased in recent years due to more frequent occurrences of extreme-weather disturbances. In Chinese context, adapting to challenges of rapid urban growth and climate change will require new mechanisms for efficient transition to resilient urbanization. This has become central to the exploration of methods for achieving truly sustainable urban growth. Drawing on information from a review of policy documents supplemented by interviews with policy officials, this paper aims to understand key issues in transitioning to climate resilience in Chinese cities through a study of Hangzhou. Firstly, the paper presents a review of the notion of resilience and examines its relevance for urban planning and climate change. Secondly, the assessment of planning strategies related to climate change in the city is provided. Specific attention is paid to how planning processes in the city consider or deal with the climate risks that it presents. Last, the challenging areas – spatial data infrastructures, climate planning, green infrastructure planning, limiting urban sprawl – are explored as viable facets for sustaining urban transition strategies. The paper concludes with a discussion on the need for developing a synergistic approach in practice to facilitate transition.

**363 | RESILIENCE THROUGH A METHODOLOGY TO PLANNING  
GREEN INFRASTRUCTURE IN DEFENSE FROM RISKS**

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**ABSTRACT:** The increasing use in recent years of the word resilience as a heading for thinking about sustainable development, linking relief to development, adaptation to climate change and the need to give greater priority to addressing vulnerability has been much discussed. It has proved attractive because it appears to offer a way to bring different disciplines and perspectives under a single conceptual umbrella.

The impacts of urban sprawl on peri-urban landscapes include, between other things: loss of natural habitats for species; lack of natural water retention areas; negative impacts on water quality; negative impacts on human health, mental / physical wellbeing, recreation, social interaction; impacts in terms of climate adaptation.

The climate crisis is hitting a territory in which the hydrogeological instability has made it to the mountain slopes and unstable and fragile where the lowland areas improperly exploited, particularly in the vicinity of rivers, are become spaces of devastation due to floods.

The territory has suffered deep and disfiguring changes in terms of structure, function and, consequently, of resilience capacity to these extreme events.

Green infrastructure (Gi) can mitigate the effects of climate change and extreme events that they pose, managing, for example, the devastating power of floods or landslides, re-establishing spaces and functions.

Component elements of Gi include parks, private gardens, agricultural fields, hedges, trees, woodland, green roofs, green walls, rivers and ponds.

We propose a methodology for effective planning of the Gi network that will help achieve numerous benefits to be gained, including: reducing risks to people and property, improving psychological health & well-being, boosting local economic regeneration and providing a habitat for wildlife.



Many tools are available and many more emerging. The challenge is ensuring that well planned Gi, providing functions which will meet numerous planning objectives, can go beyond the purely scientific and environmental framework and entering the whole of public policy; but this requires thorough planning, design and management.

In conclusion, to achieve the resilience of territory is very important promote the mainstreaming of risk assessments into land-use policy development and implementation, including urban planning.

## 449 | CLIMATE CHANGE ADAPTATION MEASURES FOR ITALIAN COASTAL CITIES

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**ABSTRACT:** Coastal areas are among the most populated and productive in the world, in Europe 200 million of people live in coastal cities. In the last few years, the relationship between climate change and coastal cities has become increasingly closer. There are numerous publications that stress the close link between the activities and lifestyle of those living in the city and greenhouse gas production, i.e. the main causes of the increase of the global average temperature (Rosenzweig et al., 2011; Musco, 2008), but there are also many publications that identify the cities as the places most vulnerable to the effects of climate change (Bulkeley e Tuts, 2013; UFPP, 2009). This concentration of population, and the consequent excessive exploitation of natural resources, puts enormous pressure on coastal environment. Pressures that can lead to biodiversity loss, to habitats destruction, to pollution, to conflicts between potential uses, to space congestion problems.

Coastal cities are very vulnerable to climate change and natural hazards. The risks caused by climate change have quadrupled in the past 30 years, causing both human and economic losses (UNISDR, 2012). These risks are also known as natural hazards and are generally attributable to extreme weather events such as: storm intensity, urban heat island, drought and flooding as well as sea level rise and coastal erosion (IPCC, 2007a).

These threats have consequences and impacts on lives and livelihoods of coastal cities communities, on their infrastructures, economy and governments. Thus, to avoid emergencies and disaster situations it is important to rethink and transform coastal cities in coastal resilient cities, through a comprehensive and site-specific strategy for urban development in a climate change adaptation perspective.

In that framework, the research is part of the more broad research field studying the climate change impacts on coastal cities, considering the relation between the specific characteristics of such cities (physics, social and economic), its urban form/design, and especially their ability to adapt to climate change. The research's focus will be on the Italian coastal cities and the NAS (National Adaptation Strategy) that encourages a "flexible" and "downscaling" approach, recognizing at the Italian Coastal Cities further critical issues in the implementation of adaptation measures (green & blue infrastructure, green roofs, new materials, etc.), namely the small, historical, and touristic dimension, which needs to be protected. The main objective will be to propose, in line with the NAS, guidelines that through an integrated and participative decision-making model, will be able to orient the policy process towards a coherent planning/design. Moreover, it will create a European network of universities, local authorities and businesses to work together on this issue.

## 649 | FACING CLIMATE CHANGE – ADAPTATION PLANNING AND DIALOG STRATEGIES FOR RESILIENT CITIES

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**ABSTRACT:** Climate change is a fact for scientific research, and there are already a lot of mitigation strategies to reduce the carbon emission and the energy demand. But additionally it becomes necessary to prepare adaptation strategies to improve the resilience of cities. Cities have more and more to deal with the consequences of climate change, like extreme weather conditions, floods and heat islands (BMVBS,

2011). To be prepared for this, cities not only need new planning instruments, they also need new dialog strategies between different stakeholders and disciplines dealing with climate change.

The German Adaptation Strategy focuses on resilient urban structures, comprehensive planning strategies and the integration of different stakeholders, also it wants to avoid conflicts between mitigation and adaptation measures (Bundesregierung 2008). There is a funding for special Climate Adaption Plans, to integrate different approaches of urban design, landscape design, ecological needs and climate improvements, and to create a dialog between different sectorial planners. The federal building code (Baugesetzbuch) requires climate adaptation amendments since 2011 in city development plans (Flaechennutzungsplan) and local zoning plans (Bebauungsplan) (Umweltbundesamt 2012).

The research question is, how to integrate different disciplines and their measures of climate adaption in the planning zoning system. In the research project Adaptation Strategies for Stuttgart Region, based on the climate atlas of the Stuttgart region, new methods of adaptation plans and stakeholder involvement had been developed, like new layers for the zoning plan, adaptation measures and regeneration plans for resilient districts (Verband Region Stuttgart 2016).

Measures for resilient cities like the Blue City (more water for cooling effects), the Green City (more green for fresh air emergence), the Grey City (more shadows for sun protection) and the White City (albedo effect to reflect sunshine) had been integrated in a comprehensive strategy of urban planning. The new instrument of a climate adaption plan is giving a basis for a successful dialog of different sectorial approaches to increase the resilience of our cities – it could be also a model for an European wide adaptation strategy.

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## 756 | CLIMATE RESILIENT LAND-USE PLANNING: THEORETICAL AND METHODOLOGICAL CHALLENGES

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**ABSTRACT:** This paper will examine theoretical and methodological issues critical for more effective integration of disaster risk reduction and climate change adaptation into spatial, urban and land-use planning.

First of all, a discussion will focus on contemporary notions and recent terminology present in academic and policy-related papers, determining complementary, as well as opposing features of sustainability, resilience, climate resilience, meshwork, stress nexus, etc. Afterwards, a challenging topic of reconciliation between planning theory and chaos theory will be introduced, since weather and climate represent natural dynamic systems with behaviors highly sensitive to initial conditions, thus seemingly unpredictable. Particular attention will be given to perspectives towards this topic from the standpoints of specific planning doctrines, such as incrementalism (Lindblom, C.E.), mixed scanning (Etzioni, A.) and action planning (Scholl, B.).

Moreover, the paper will consider methodological challenges as well, ranging from institutional barriers to important economic and ethical dimensions. As a reaction to possible resilience misuse, disaster capitalism notion was coined almost a decade ago (Klein, N). On the contrary, global financial and philanthropic institutions strongly advocate for resilience dividend (Rodin, J.). Operational and financial implementation of resilient territorial policies inevitably poses questions of resources, namely how to channel equitable distribution of capital into investment-intensive resilience measures and how to protect, without burdening, already disenfranchised population after disasters. Such concerns are crucial for responsible land-use planning, as well as land-value estimation (real estate appraisal practice). In the context of critical infrastructure planning and management, this paper will look into insurance potential, but taking into account 'business as usual' paradox perspective as well.

Finally, possible directions for further research on climate resilient land-use policies will be proposed.

## 770 | STRATEGIES FOR A CLIMATE-ADAPTIVE REGENERATION OF URBAN AREAS: NATURE-BASED SOLUTIONS FOR RESILIENT CITIES

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**ABSTRACT:** Following the input by the European Strategy on Adaptation to Climate Change, in 2014 the Italian government completed the development of a National Strategy, which includes recommendations for its application at local level, in order to respond to the specificities of the territory.

With the objective to pursue more resilient urban systems, the National Strategy suggests actions and technical solutions based on Nature, with an ecosystem approach aimed at facilitating and encouraging innovative initiatives to increase public and private green areas able to provide ecosystem services.

It emerges, therefore, a clear need to rethink the settlement system as adaptive to changing climatic conditions, by implementing decision-making processes that go beyond the traditional objective of reducing levels of vulnerability of the exposed elements, and instead aimed at strengthening the resilience of the built environment in its entirety, in the interest of citizens and economic development. Therefore, the investigation into the most important best practices for adaptation to climate change in urban areas can not be separated from the integration of the concepts of resilience, ecosystem services, vulnerability to the effects of climate change and social cohesion. This article proposes a methodological approach that provides answers to this need, through the case study of Bari Metropolitan Area, from which precise indications emerge about the priority actions of intervention and the necessity of a Green Infrastructure Plan.

## SLOT T21.S02 | ROOM C9 | PETER ACHE | RADBOUD UNIVERSITY NIJMEGEN

### 85 | GRAND CHALLENGES, ACADEMIC DISCOURSE, AND PROFESSIONAL EDUCATION: SURVEYING PRESENT AND FUTURE FROM AN AUSTRALASIAN PERSPECTIVE

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**ABSTRACT:** Where is planning headed? In the early 21st century this question is no less relevant than at any previous time. The issue is regularly canvassed at academic and professional forums. Here we draw upon 'the wisdom of the crowd' to develop insights and future scenarios around three topical areas. First are the challenges confronted by planning and being publicly debated and the efficacy of responses by planning professionals. Second, are views about academic/professional working relationships generally and research/praxis more specifically. Third are assessments of the state of planning education mainly in terms of skill deficit areas.

Our 'crowd' in this context comprises over 250 planners and planning academics in Australia and New Zealand who subscribe to the REPLAN planning information exchange listserv and responded to an invitation to complete an on-line survey on the 'state of the art' of planning in Australia and New Zealand.

The survey was inspired by the work of Klaus Kunzmann and Martina Koll-Schretzenmayr who have recently conducted surveys on the present state of planning in Europe and Asia with reference to spatial planning, media coverage, social disparities, governance and planning education. Their methodology was to constitute an invited forum of discourse by experienced commentators. Our approach was more inclusive by inviting a wide number of professionals and teachers to reflect upon planning's present and future. The original six questions were restructured and expanded into a set of twenty in a mix of closed and open formats analysed quantitatively and qualitatively.

This paper provides a general overview of the survey results. It provides insights into how academic and professional planners define the major challenges for the planning profession, how knowledge is shared across the academic research/practitioner knowledge divide, and their collective views regarding the present state of and future needs for planning education. There is sombreness and caution in the reviews but falling short of the sense of grimness and crisis moving forward as articulated in the northern hemisphere.

### 647 | UNRAVELING TECHNIQUES OF FUTURING: A CONCEPTUAL FRAMEWORK AND TWO TRANSDISCIPLINARY EXPERIMENTS

Peter Pelzer<sup>1</sup>; Jesse Hoffman<sup>1</sup>; Maarten Hajer<sup>1</sup>

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**ABSTRACT:** Ten years ago Helen Couclelis lamented that spatial planning had deviated too much from its original concern with shaping better futures. She argued: 'planning has retreated from the strategic, future-oriented end of the scale to become absorbed in operational and managerial activities characterized by short time horizons and value choices likely to be equally shortsighted and ad hoc.' (Couclelis 2005, p.1357).

We posit that if planning wants to reclaim the future as a central matter of concern in planning more creativity is warranted in developing 'techniques of futuring' in collaboration with artists, students, authors, scientists, policymakers and others. We define a technique of futuring as: 'a practice aimed at creating fictional expectations'. Such a reflexive understanding of 'practices in use', allows us to understand how techniques of futuring maybe reconfigured by combining numbers, design, stories, images in novel ways.

A technique of futuring can refer to commonly used scientific practices in planning, such as visioning or scenario planning, but also to approaches, which are usually not considered part of the realm of planning, such as Science-Fiction or corporate imaginaries. Since space is limited in this abstract, we will conceptualize the notion and provide empirical illustrations of techniques of futuring in the full paper.

Next to these conceptual improvements with regard engaging the future, the planning field also requires innovative transdisciplinary experiments. Innovative in the sense that they help to achieve/produce novel ways to imagine urban futures and develop effective coalitions. Transdisciplinary because they are developed in a close dialogue with policymakers, designers and other practitioners and actually try to influence the future of our cities. In the Urban Futures track we would like to discuss two transdisciplinary experiments: the Post-Fossil City Contest (PFCC) and the 'mixed classroom' Techniques of Futuring.

Post-Fossil City Contest: whereas the consensus about the need for climate mitigation seems to be growing, cities lack an imagination about how such a post-fossil city feels, looks and smells. Therefore, the Urban Futures Studio has launched the Post-Fossil City Contest, in which artist and designers are invited to imagine the post-fossil city. During the session we want to reflect on the substance of the selected ideas and the experiences in organizing and curating such a contest – arguably a novel way of conducting spatial planning. More info: [www.postfossil.city](http://www.postfossil.city)

Mixed Classroom: Techniques of Futuring: an elective master course in which students and policymakers collaborate and follow lectures together. During each lecture a different technique of futuring is discussed (scenario making, science-fiction, research by design etc.). Moreover, students develop in groups an imagination of the Netherlands in 2040, with the aim of adding 1,000,000 dwellings. They had to develop an actual physical object, which lead to an exhibition in Vechtclub XL. The student groups are in these projects forced to think beyond the traditional 'cognitive' ways of working. This turned out to be quite challenging, but also very exciting, and might imply lessons for the role of futures in planning education in general.

**REFERENCES:** Couclelis, Helen. 'Where has the future gone? Rethinking the role of integrated land-use models in spatial planning.' *Environment and planning A* 37.8 (2005): 1353-1371

**12 JULY | 09:00AM**

**SLOT T01.S03 | ROOM V0.03 | JOÃO CABRAL | FA-ULISBOA**

## **23 | URBAN ABANDONMENT AND QUASI-PUBLIC SPACE: A NEW LEFEBVRIAN PERSPECTIVE**

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**ABSTRACT:** The research investigates how urban space is 'produced' through cycles of redevelopment, abandonment and reuse. I argue that it is rather unfortunate that planning theorists have, with a few notable exceptions, tended to ignore the potential contributions that Henri Lefebvre's spatial theories regarding the production of space can make to planning theory and practice. In particular, I argue that Lefebvre's concept of differential space could provide a powerful focus for planners' conceptual approaches to the creation and enhancement of public space. The empirical focus is on the social processes that create public urban space that may later be appropriated informally for everyday use. A case study research approach is applied to cities in the UK and North America. A mixed methods approach is used, consisting primarily of archival research supplemented by semi-structured interviews with a range of stakeholders and everyday users of urban space, policy documents, visual data and observation. What are the consequences for public space of shrinking cities and abandonment? Original research is proposed that applies Henri Lefebvre's celebrated theoretical ideas related to differential space and the right to the city to issues of urban abandonment, redevelopment and the everyday appropriation of urban space, with a particular focus on the creation of differential space. The research proposed is located within the recent tradition of shrinking city debates for which a large body of literature exists. Although Lefebvre advocates the importance of history in the production of urban space, few Lefebvrian inspired researchers use archival sources. Few researchers have taken a Lefebvrian approach to public space aspects of shrinking cities and abandonment. No research has explored the international comparisons proposed here, for which a full and robust rationale will be provided. Shrinking cities and urban abandonment are global phenomena so the research potentially has wide theoretical and empirical implications. The research objectives are to: 1. explain why Lefebvre's concept of differential space is crucial for a rounded appreciation of the post-industrial transformation in the case study cities and contemporary democratic urban life; 2. apply a Lefebvrian inspired theoretical framework to identify the individuals, civil society groups, private sector interests and public agencies, which form the spatial coalitions relevant for the understanding of abandonment and subsequent re-use of urban space; 3. identify and examine the processes through which new urban public space, especially differential space, is produced or enhanced in the case study cities; 4. draw appropriate empirical and theoretical conclusions from the research regarding the implications for planning theory and cities more generally.

## **425 | HENRI LEFEBVRE AND URBANISM CRITICISM**

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**ABSTRACT:** In this paper we start from Henri Lefebvre's work considering more specifically his way of thinking on the urban practice and urban planning in Post-World War II in France.

We find in the work of Lefebvre two major areas: the quotidian and the urban. Concern Lefebvre in simultaneously analyze the urban way of life and the city reflects a central idea of his thinking, which develops in the emblematic work *La Production de L'espace* published in 1974: the space is a social product.

It is from this dialectical method of space analysis that Lefebvre, in an article published in 1960, criticized the New Urban Sets built in France for the working class in the 50s. Giving as an example the new city of



Lacq-Mourenx, Lefebvre notes that this city generates isolation and boredom due to suppression of the usual sociability places: cafes, small shops, etc.

We will focus on this communication in critical Lefebvre urbanism of the Post-World War II, and in its proposals to set up what he calls a "new urbanism". One of the central aspects of his criticism, as developed in *The Right to the City* (*Le Droit à la Ville*, 1968), has to do with how urbanism emerges - as a scientific and positivist theory, which will solve all problems of the city. Understanding urban planning as a technique that will solve urban problems and simultaneously the social problems without calling into question the capitalist system that gives rise to them, it means second Lefebvre hide the ideology behind it that is the capitalist ideology in its technocratic version.

We will return here two proposals for Lefebvre to form a "new urbanism": the need to create new concepts and the importance of developing an experimental utopia.

On the first point, Lefebvre argues that traditional methods of analysis: induction and deduction, as well as building models, are not enough to understand the city in all its complexity. Advocates the establishment of a new method: the transduction (Transduction). It is a methodological operation by which builds a theoretical object from information on reality, and from questioning this reality. The proposal to develop the urban planner results from a constant feedback between the conceptual framework designed and empirical observations.

On the second point, the need to develop an experimental utopia, Lefebvre points out that in the 60s, everyone - architects, engineers, planners - are utopians. But the utopia which the author argues is not of those who built Brasilia, or plan to Paris in 2000, nor of false utopians who create the city of tomorrow referring only to functional answers of the present, but an experimental utopia to study its consequences on the ground, trying to answer questions such as: what are the socially achieved places?

On the proposals for a "New Urbanism" Lefebvre refers planners to the old city where the housing takes on more importance than the environment. Starting from the transduction - where practice and theory are intertwined - the urbanists and planners should also bear in mind the system of meanings of the inhabitants. With this knowledge, the act of designing result not only of their strategies and the constraints imposed by power, but also the strategies and actions of those who inhabit the territory.

## 531 | HOW TO GO FURTHER ON PLANNING THEORY?

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**ABSTRACT:** In 2003, Friedmann asked, Why do planning theory? arguing there is no planning practice without a theory about how it ought to be practiced. To do planning theory requires thinking and discussing planning. But to do that it is necessary, first, to know what planning is. Although this may look a simple question, it has no simple answer. Since, there is a huge melee among planning, urbanism, urban design, and landscape planning. Although there is a long-term estrangement among these fields of knowledge, the discussion is circumvented. After all, there is enough space for everybody to work and the hatchet is buried.

Then, why discuss the difference? Why define planning?

Back to Friedmann (2003), the answer is: to do planning theory. But, why does it matter? And we begin with his final answer because it is essential to the vitality and continued relevance of planning as a profession.

Arguments vary from those who assume there is almost no difference, or there is no reason to differentiate to those who defend the subordination of urban design to planning.

Urban design, urbanism, and landscape planning privilege the beauty, the form and the aesthetic of their projects, but we must ask if is this the only line dividing planning from these other fields? Does the difference rely only on the form and aesthetic? Does it go beyond, encompassing methods, techniques and planning education? Does it have to do also with the relation among planning, the State, and the market? Does it have to do with social concern and professional awareness?

Indeed, all these set of questions does not matter to the mainstream planning, which assembles planning, urban design, and urban landscape to fulfill the hegemonic interests. But, it really matters; when it is about doing radical planning theory that it is politically engaged in social action aiming social transformation,

rooted in social movements, rather than the market and the State (Friedmann, 2003). Planning may be a double-edged sword (Yiftachel, 1998) benefiting few in detriment of many. But, neither all the radical planning modalities recognize capitalism's inherent contradictions, nor the dialectical and structural nature of many issues that are an expression of differences and inequalities. Rather, except for a few proposals endorsing a political economy of space, almost all planning modalities have a reformist character. Thus, we must ask:

- If planning theory may still contribute to transforming society?
- If planning theory may still help to produce another space, another urban society in the perspective of the Right to The City (Lefebvre, 1991), what kind of planning it should be?

Thus, this paper intends to shed some light on these questions with a reflection based on the past contributions of Friedmann, Harvey, Lefebvre, Marcuse, and other authors, aiming to go further on planning theory and practices.

**REFERENCES:** Friedmann J (2003) Why do planning theory? *Planning Theory* 2 (1): 7-10. DOI: 10.1177/1473095203002001002; Lefebvre H (1991) *The Production of Space*. London: Blackwell, 1991; Yiftachel O (1998) Planning and social control: exploring the 'dark side'. *Journal of Planning Literature* 12(2): 395-406. DOI: 10.1177/088541229801200401.

## 534 | A SPATIAL AGENDA OF EQUAL LIFE CHANCES

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**ABSTRACT:** The question of life chances is a crucial question for the welfare state. Whether or not this question has a spatial connotation is the topic of numerous research and discussions, most of them focusing on the concept of spatial disadvantage. The hypothesis of a spatial impact on life chances plays a crucial role on different spatial scales, however, the underlying theoretical assumptions and approaches differ. While in urban research, the spatial disadvantages of individuals and the discriminatory effect of certain neighborhoods have long been a relevant subject of study, regional research is primarily focused on territorial cohesion and the allocation of public services. Thus, research on the regional level is typically not about individuals' lives and life chances but about (infra-) structures – which are, on the other hand, sometimes neglected by urban research. Nevertheless, the relevant questions concerning spatial disadvantage are the same: Does the neighborhood, the region, the place where one lives affect the individual life chances? If so: in what manners and to what extent? And in what way is spatial disadvantage an issue that should be politically addressed?

In my presentation I will pay attention to these questions with a focus on the operationalization of spatial influences on people's life chances. Following modern political philosophy and sociology approaches as well as research on spatial inequality and territorial cohesion, I'm focusing on a resources approach. Accessibility and usability of resources serve as indicators for life chances. Thus, a negative spatial impact on life chances appears in the (spatially caused) exclusion from resources in different possible fields, such as education, transport, income, acknowledgement. The degree of exclusion from the resources is described by the distances of the person to the resources – not only geographical distances but as well time, social or symbolic distances. Altogether, this approach can offer an integrated and complex understanding of the interrelation of space and individual life chances and open the discussion for a spatial agenda of equal life chances which – at least in its theoretical assumptions and its approaches – integrates not only the urban context but, in times of growing regional disparities, deindustrialization, demographic change and shrinkage, also the regional scale (and above).

## 1110 | SPATIAL JUSTICE: SEMIOSIS, RULE OF PERTINENCE, AND SOCIAL REALITY

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**ABSTRACT:** The question of spatial justice, as put by Edward Soja, building on the tradition of critical geography and, mainly, the work of philosopher Henri Lefebvre on the dialectics of society and space, is

one of the core themes of contemporary spatial studies. Susan Fainstein's concept of the just city, close to that of spatial justice as it might seem, refers more to urban functions and policies. Insofar as we assume that planning is indeed a significant factor in shaping spatial organization, ethics in planning, in both the narrow sense of professional ethics and codes and the wider sense of promoting and pursuing socially and environmentally sensitive planning, do contribute to better or more 'correct' outcomes. The paper attempts to address the term 'spatial justice' in the framework of semiotics, and namely the relative process of semiosis as analyzed by C. S. Peirce. The term is addressed in various specific contexts according to the rule of pertinence as put by Luis Prieto. Then, the degree to which the ideal of spatial justice could be approached is questioned against some rather constant factors of social reality like private ownership of land, and phenomena pertaining more to periods of uncertainty and/ or decline as in the case of the current crisis of the socio-spatial system of Greece.

## SLOT T01.S11 | ROOM V0.04 | TORE ØIVIN SAGER | NORWEGIAN UNIVERSITY OF SCIENCE AND TECHNOLOGY

### 53 | ESSEX SCHOOL OF DISCOURSE ANALYSIS: A LOGIC- BASED APPROACH TO ONTOLOGICAL INVESTIGATION OF PLANNING

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**ABSTRACT:** Planning discipline historically emerged to modify the side effects of capitalism. So, the discipline has undertaken a paradoxical role: while planning provides facilities for a better condition of life through provision and distribution of public goods and services, it also facilitates accumulation of capital and market operation (Harvey, 1985). Friedmann (1987) discussed the difficulties that we as planners face to present a definition of the essence of planning discipline. Furthermore, Gunder (2005) through a Lacanian approach illuminated the linguistics reasons for difficulties in presenting a concise definition of planning, specifically where we present contradictory significations for the dominant concepts of planning such as smart growth, sustainability, and public interest. As Gunder and Hillier (2009) argued, it seems planning is signified with a series of terms and phrases which inherently have different and sometimes contradictory significations. This paper suggests that planners require an ontological investigation of planning to respond to a question of the planning functions. An ontological analysis is merely possible on the light of logic. Namely, a logic approach is able to provide a window on ontological studies of the essence of phenomena including planning.

This paper deploys Essex School of Discourse Analysis (ESDA) to explain how an Aristotelian logic-based approach may assist to illuminate the functions and relations of planning. ESDA is based on a Logic Approach of Critical Explanation in social and political theory which has been inaugurated initially in political studies by Laclau and Mouffe (1985); then, developed by their students including Glynos and Howarth (2007). The method is not simply a Discourse Analysis method that focuses on reading texts or considering the language of documents. Instead, it has been applied in policy analysis to investigate how and under which political and social circumstances, a particular policy logically supersedes all other alternatives. In this paper, the logic approach critically analyses how three logics social, political and fantasmatic work to make a planning practice such as an urban growth policy possible.

The paper introduces ESDA as a logic-based approach and presents results of applying ESDA in a comparative study of urban development in two case studies: Western Australia (Perth) and Iran (Tehran). Using this logic approach, the paper analyses the factors inherent in these homologous policies, including oil and mineral exports as economic drivers in both cases. Importantly, the research emphasises the need to understand universal trends and their connections with particular context-dependent issues in order to recognise the rationale behind these policies.

This method is being deployed for the first time in planning by the researcher to explicate the logics which have created Ellenbrook and Parand as extensions respectively within Perth and Tehran metropolitan areas. The method will explain how political and fantasmatic logics are associated with the social logic to make the practices and to maintain them at both the social and psychological levels of different actors in the urban development process. Three logics of social, political, and fantasmatic analyse the impacts of different actors including state, citizens, local institutions, as well as regulations upon the policy of urban growth management.

### 295 | HOW SPATIAL PLANNING METAPHORS BECOME ESTABLISHED: THE EXAMPLE OF SYDNEY'S 'GLOBAL ARC'

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**ABSTRACT:** The paper analyses the process and context by which a spatial metaphor can become a dominant component of a strategic plan. The analysis uses a case study of the 'Global Arc' element of Sydney's metropolitan strategy. The planning context of the Arc's origins emanated from the discourse of globalism and global cities, and Sydney's place therein. The concept of the Arc was developed by a planner with experience in conceiving strategic urban corridors, and inspired by a French plan. Healey's framework is used to help understand the Arc's planning significance, including which groups it privileges or leaves out and why it has been quickly adopted within Sydney's planning discourses. A content analysis is used to identify the extent of use of the Arc's rationale in planning-related decisions. The Arc's adoption has been assisted by its ability to be seen to provide a coherent planning context for government actions to enhance Sydney's global competitiveness, to allow politicians to 'sell' strategic plans to the public by creating a simplified model of reality, and to provide a planning justification for projects being sold to investors or the community. The processes through which this dominance has occurred are tracked by identifying the networks and planning relations between the actors and institutions involved. The paper concludes that understanding of how spatial metaphors become accepted as central components of strategy needs to consider contingent planning habitus, institutional settings and relevant planning discourse.

## 382 | CROSS-LINGUISTIC TRANSITION OF PLANNING CONCEPTS - A CASE STUDY OF ECOCITY FROM ENGLISH TO CHINESE

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**ABSTRACT:** Numerous planning concepts invented in the Anglo-American are infused into the academic discussion and urban practice in other languages and cultures, such as Arabic, Spanish and Chinese. This phenomenon is incredibly common for the popular concepts such as sustainable development, smart growth and resilience city. But does the translation of the planning concepts convey their original intentions? Looking at the different sizes, objectives, physical forms of the urban projects named after ecocity in different countries, one might doubt that the essence of ecocity has changed in the translation process. The cross-linguistic transition of planning concepts is also a translation of knowledge around planning concepts from one socio-political setting to another. This article aims to reveal the socio-political mutation in the transition process of the planning concepts born in English academics and widely used in Chinese urban development.

Using the research method of cross-linguistic acquisition (Arntz, 1993; Fillmore and Atkins, 2000), this research examines the linguistic influence on the divergence of the same planning concepts in different linguistic backgrounds – English and Chinese. It discovers that the translation of planning concepts is not only an attempt of achieving terminological equivalence, but also a process of tailoring knowledge in English context to fit in the new socio-political circumstance in China.

This article uses ecocity (shengtai chengshi in Chinese), as a detailed case to examine divergence in the cross-linguistic transition. First, the origins of the ecocity concept in Anglo-American academics (Register, 1987; Engwicht, 1992) and Chinese context are probed to have an overall view of the conceptual disparity between different cultural backgrounds. Furthermore, the development of the ecocity concept are traced in both English and Chinese academic literatures to see the separate trajectories of conceptual development. Lastly, the case of Masdar City, which is a representative implementation of the ecocity concept based on British ecocity research and technology, and the case of Sino-Singapore Tianjin Eco-city (SSTEC), which is a well-progressed project in China, are investigated and compared. The comparisons demonstrate that the ecocity concept diverged in its conceptual development and practice, revealing that some characters of planning concepts might be fundamentally misrepresented.

**KEYWORDS:** Cross-linguistic, Planning Concept, Urban Planning, Ecocity

**REFERENCE:** Arntz R. (1993) Terminological equivalence and translation. In: Sonneveld HB and Loening KL (eds) Terminology. Applications in interdisciplinary communication. John Benjamins Publishing, 5-19. Engwicht D. (1992) Towards an Eco-city: Calming The Traffic, Sydney: Envirobook. Fillmore C and Atkins BT. (2000) Describing Polysemy: the case of 'crawl'. In: Ravin Y and Leacock C (eds) Polysemy: Theoretical and Computational Approaches Oxford: Oxford University Press, 91-110. Register R. (1987) Ecocity Berkeley: building cities for a healthy future: North Atlantic Books.





## 511 | BETWEEN RHETORIC AND REALITY: THE ENTANGLED FRAMEWORK OF SOFT VERSUS STATUTORY PLANNING VIEWED FROM THE PORTUGUESE CASE

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**ABSTRACT:** Since the beginning of the century, planning theory and literature have highlighted the emergence of concepts such as 'soft spaces' and 'soft planning', by opposition to the idea of 'hard spaces' and traditional statutory planning, rooted in formal hierarchical planning systems, strong administrative boundaries and rigid government structures (Faludi; Haugton & Allmendinger; Stead). The debate addresses a former discussion that at least since the 90s has advocated the shift from 'land-use planning' to 'spatial planning', very much influenced by the European mainstream on spatial development and territorial cohesion. The discussion embraces the emergence of new forms of planning, framed by integrated and strategic rather than regulatory and physical approaches, and by the cooperation and coordination of territorial agents and policy sectors around a shared territorial strategy and vision (Davoudi; Ferrão).

While the role of EU has been crucial to push forward these ideas and rhetoric, in a process that Faludi and others have described as 'Europeanisation', the way how rhetoric has found its expression in reality, namely within the domestic scale of each member state and facing the specificities of each national statutory system and territorial organization, generates a number of ambiguities, inconsistencies and contradictions that should be addressed and understood.

Having the Portuguese case as a reference, the presentation aims to examine how hard and soft planning coexist today, either influencing each other or colliding, or simply taking separate, unarticulated and uncoordinated tracks. Boundaries between soft and hard approaches are fuzzy and generate hybrid processes that often contribute to a general panorama of 'cognitive disorientation' (cf. Cavaco). On the one hand, one should observe how statutory planning system accommodates the perspectives and mechanisms coming from the emergence of territorial governance, spatial rescaling and soft functional-oriented spaces, and handles with the erosion and redefinition of the role of states as sovereign entities, with fixed and geographically demarcated structures of power. On the other hand, one should address the emergence of new planning spaces (either institutionally or geographically alternative spaces) and look into how soft planning approaches deals with the legitimacy of power structures and legally binding documents (e.g. territorial plans and programs), observing the distortions, duplications and detachments that often arise from their implementation in practice.

Having the Portuguese planning tools as a background, the example of integrated territorial approaches and how they have been applied very much driven by the application of European Structural Funds at a regional and sub-regional scale (e.g. ITI, EIDT, PEDUS in the last community programming period 2014-2020) constitutes a rich example to explore, which justifies its discussion at the AESOP conference.

The objective is to analyze how this entangled framework of soft versus statutory planning puts into evidence both: (i) the rigidity and lack of flexibility of the traditional planning systems, unable to easily accommodate the emergent trends and needs coming from the territory; (ii) the benefits but also the distortions that come up with the insertion of soft spaces and soft mechanisms into the formal system.

## 840 | WHAT DO PLANNERS DO? ANALYSING HOW PLANNERS CONSTRUCT PRACTICAL JUDGEMENTS

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**ABSTRACT:** Urban and regional planning encompasses manifold activities including, among others, the analysis of socio-economic, socio-demographic, ecological, spatial or social processes; the development of adequate (spatial) plans and strategies for future developments; listening to other, sometimes conflicting, arguments and considering them into the planning process; the consideration of facts and values (What has to be protected? Which functions or land uses have to be exploited?) or the information

of the public as well as negotiations with civic initiatives. Following Hoch (1994: 2), each planner 'must have a decent sense of what is at stake, who and what is involved, to whom and to what they should pay attention' before he can consider actions and choices. Subsequently, the decisions of planners depend on their 'institutional and professional position [...], stemming from the tension between individual purposes and the common good and between professional judgement and citizen preferences' (ibid.). 'Judgement is, therefore, at the heart of what planners do, and in making distinctions about good and bad, better and worse, in relation to particular places, [planners] are constantly engaged in questions of values' (Campbell, 2002: 272). In this understanding, planning is 'a series of statements about what we take to be right or wrong and what we take to represent the highest priorities of the society in which the planning is undertaken' (Wachs 1995, xiv).

In the face of Forester's (1993) entreaty that planning theory should be ethically illuminating, providing guidance to distinguish between good and bad and right and wrong, this paper first presents a conceptual framework, based on ethical approaches and perspectives (e.g. applied ethical theory, procedural ethical theory etc.), to identify and analyze the ethical dimensions affecting planners' behavior (Hendler 1995; Howe & Kaufmann 1979; Marcuse 2014). However, as it is through action and interaction within social practices that mind, rationality and knowledge are constituted, emphasis will also be put on 'practice theories' (e.g. Schatzki et al. 2001; Reckwitz 2003, 2005; Shove et al. 2012) to help explain planning practices from a different, but complementary perspective. On basis of this conceptual framework an empirical analysis of planners in German small and medium-sized cities follows in a second step. The empirical data is gathered by a questionnaire which has been sent to all affected planners working in those 611 cities, including questions on the daily work and routines of planners, the applied methods and instruments but also on the general understanding of planning and other (personal) values that are affecting the decisions of the planners. By intersecting planning theory and the results of the empirical survey on practitioners' work, we hope to contribute to the sustained debate on planning ethics and planning theory in a final step.

## SLOT T02.S03 | ROOM V1.02 | ARTUR ROSA PIRES | UNIVERSIDADE DE AVEIRO

### 222 | INVESTIGATING COLLABORATIVE WORKING AMONGST BUILT ENVIRONMENT PROFESSIONALS TO DEVELOP A NEW PLANNING COURSE

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**ABSTRACT:** Planning academics (see for example, Johnston, 2015; Rooj and Frank, 2016) have argued that realising sustainable development requires practitioners from a variety of fields to work together and that planning education needs to prepare students for working in interdisciplinary environments. In the UK a number of government reports (most recently, the Urban Task Force, 1999, and Egan, 2004) highlighted the problems of fragmentation of the industry and argued for more collaborative working. Similarly a number of reports initiated by built environment professionals (Morrell, 2015; Farrell Review Team, 2015) have criticised the tendency of professions to reinforce silo working and made the case for more interdisciplinary working. In this context the University of Westminster decided to launch a new interdisciplinary course, BA Designing Cities, Planning and Architecture. The course aims to educate design literate planners able to work collaboratively with architects and other built environment professionals. Although there is widespread support for promoting interdisciplinary working, there is little research on the nature of interdisciplinary practice. Thus in order to enhance the curriculum of this new course and to promote greater engagement with practice, it was decided to undertake research on the nature of collaborative planning and architectural practice in the London region. This paper reports on the findings of this research. 24 practitioners were interviewed. The majority of those interviewed were planners, architects or architects/planners, but the interviewees also included some landscape architects and some transport planners. Most of the interviewees were employed by larger multidisciplinary practices, but some were employed in smaller firms, who worked in collaborative partnerships with firms of other disciplines, and some worked for local authorities or development agencies. The interviews focussed on identifying best practice in interdisciplinary working. Key themes which emerged were the importance of the practice ethos and practitioners having a flexible open outlook, a preference for matrix management, a focus on design quality and developing shared design strategies at an early stage in projects, the importance of face-to-face working and co-location of disciplines, and of learning across projects. The interviewees were also asked about possible future engagement with the new course. The response was very positive with many of the practitioners agreeing to come into the university to talk to students about their work and to offer work placements to students.

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### 596 | A FRAMEWORK FOR DYNAMIC TRANSPORT PLANNING EDUCATION

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**ABSTRACT:** Questions such as climate change, migration, and economic constraints are presenting significant challenges for the field of transport planning. Similarly, rapid digitalization along with the

emergence of disruptive technologies, such as self-driving vehicles, are introducing a range of additional uncertainties, resulting in an increased complexity of the issues at hand. Correspondingly, transport planning education has to respond to these global challenges, while simultaneously accounting for challenges specific to the local environment. However, development of transport planning education has focused primarily on improvements in particular active-learning instructional practices, with such examples as the use of simulation or problem-based learning. These activities are primarily introduced into existing courses, without critical reflection on the overall course structure and content, often failing to explicitly account for students' preconceptions and expectations. In the spirit of learner-centred education, this research presents the development of a Transport Systems Planning (TSP) course, which is a part of a novel Spatial Planning and Transportation Engineering MSc program at Aalto University. As the first semester course, TSP course is structured in coordination with Planning Theory, Land Use Planning Systems, Transport Policy and Economics, and Planning Studio courses. The students enter the course from a range of disciplines, as diverse as sociology and mathematics, with a consequent diversity of their preconceptions. The starting assumption is that this diversity of preconceptions can be a significant educational capital for understanding the complexity of transport planning questions. Moreover, in the spirit of planning as experiential learning through reflective practice, the assumption is that the course curriculum does not have to be strictly rigid and completely predefined before the course start.

The development of a framework for a dynamic TSP course bases on two major milestones. One milestone is a pre-course survey, aimed at collecting students' learning and teaching expectations, as well as background, such as classes already taken or self-assessment of skills. Another milestone is a concept map activity (CMA), assigned at the beginning of the first class period. Asking students to draw a concept map with 'transport systems planning' as a key concept, CMA aims at unveiling students' preconceptions and critical misconceptions. Assessment of preconceptions is performed using an assessment rubric, with relatedness, connectedness, and level as three assessment parameters. Relatedness measures how closely each concept is associated with the core concept. Connectedness measures the level of clarity in the logical flow between the neighbouring concepts. Level determines the relative spatial position each concept has in relation to the core. The outcomes of these two methods complete the initial refinement of the TSP course curriculum, including in-class and out-of-class activities, as well as literature review writing exercise. In addition, in order to allow for the dynamic adaptation of the TSP course throughout the semester, the assessment helped structure the formative assessment activities, such as 3-minute questions, peer assessment, and mid-term survey.

## 1034 | TEACHING AND LEARNING TRANSPORT IN EU UNIVERSITIES: A CRITICAL REVIEW OF APPROACHES AND CURRICULUM DESIGN

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**ABSTRACT:** The paper seeks to explore the practical and pedagogical challenges associated with teaching transport studies and examine the state of the art of transport education within EU. Using the analysis of courses' syllabi from a number of transport courses across universities in EU, the study provides a comprehensive picture and a critical analysis of what are the disciplines, skills, and tools that are used in current academic practices.

The syllabi's analysis focuses on three main aspects. The first examines the main approach and the field of specialisation of the course. The second examines the list of topics covered within each module. Third, the analysis uncovers the frequency with which specific readings are employed.

The study examines what programmes seek to achieve regarding knowledge skills development and preparing students to meet the labour needs of the transport industry. It also reflects on where transport education is going regarding courses, course philosophy, levels of study, subject content and teaching and learning strategies.

Some key themes or issues are highlighted all central to the thinking of the curriculum planner. These include an analysis of curriculum models, the importance of developing academic vocational and key transferable skills and the need to add value and increase employability. The paper concludes by examining the future of transport education in an increasingly interdisciplinary market.

## 1217 | URBAN DESIGN STUDIO AS A CRITICAL LEARNING SPACE WITHIN ARCHITECTURE CURRICULUM: A VIEW FROM PROJECTO 5

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**ABSTRACT:** Projecto 5 is the last design studio of Porto School's Integrated Master in Architecture (MIArq-FAUP).

Although it exists in the specific scope of architectural training, Project 5 is a platform for experimenting and building awareness on the critical issues and challenges associated with the uncertainty, the diversity and the social and political instability that determine contemporary urban environments and its planning challenges. The aim of this course is to promote an educational process that enables a deep reflection on the multiple scales that interact in the urban territory in order to provide the future architect with the ability to intervene in a changing environment. Issues related to urban intervention in a city sector with substantial size and complexity are enhanced, taking into account the current urban dynamics, the goals and motivations of urban agents and stakeholders, the existing planning instruments, the structural systems, the urban management framework and the design of public and private spaces, often dealing with conflicts of different nature. This educational framework should enable the future professional to discover his own research and communication process and also prepare him/her for the development of strategies and actions best suited to qualify an urban space, taking into account the present and the future needs of society and the consequences of proposed changes. It seeks also to demonstrate that the urban knowledge and the professional practice are increasingly shared by diverse disciplinary backgrounds that complement each other. For this reason the experience of directly contacting with different experts and specific (sometimes opposite) opinions in relevant themes for the study area is always guaranteed in the classes in each different school year.

Thus the design is assumed not only as a desire poured into a drawing but primarily as a way of responding to a real purpose: a prospective view capable of qualifying an urban complex identity. A purpose that becomes relevant according to an agenda formulated at a particular time, that is aware of diversified operating frameworks, different times of decision and accomplishment, different levels of certainty and a variety of planning instruments. The search for this knowledge also requires working collaboratively with municipalities: technicians and decision makers. This dialogue as been proved to be very fruitful for both parties and ultimately ensures the enhancement of the student's critical sense in the face of an extremely complex and challenging reality.

So, by presenting a specific approach this paper intends to explain and illustrate an educational process driven to establish a critical learning space able to capacitate an architect to interfere in the contemporary territory.

## 1273 | URBANISM FOR ALL. A SCIENTIFIC COMMUNICATION AND DISSEMINATION PROJECT.

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**ABSTRACT:** Cities and the urban space in general is the life scenario for more than half of the global population, however the themes of urbanism and the global sense of the importance of the discipline is unknown or underestimated by the population in general. This paper presents the initiatives taken by a group of teachers of the scientific area of urbanism of Faculty of Architecture from Lisbon University, being an educational research project for the awareness and dissemination of the scientific subjects of urbanism, targeting society in general.

It focuses on the richness and diversity of the cities of the world and their urban expressions and has its main objective, in promoting the relationship between the University and the Society through a wide-ranging, playful and didactic instrument.

**KEYWORDS:**

Urbanism,

Education.



**SLOT T03.S03 | ROOM V1.03 | CAMILLA PERRONE, LIA  
VASCONCELOS | UNIVERSITY OF FLORENCE; FCT-UNL**

## **70 | CLOSED PLANNING PROCEDURES AS INSTRUMENTS FOR OPEN COLLABORATIVE LEARNING? A RETROACTIVE ANALYSIS OF THREE PLANNING PROCESSES RELYING ON CHAT**

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**ABSTRACT:** In a review of participatory planning literature, Liisa Horelli (2002) comes to the conclusion that the core problem (of participatory planning) lies in the fuzzy relationship between participatory planning and decision making or in that between direct and representative democracy. Participatory planning, she argues, is unpredictable by nature, driven by dynamic and heterogeneous citizen initiatives. Decision making, in contrast, requires stable and long term agreements in order to plan and supervise complex projects. Participatory practices are therefore often caught in generic procedures that turn these practices into formalities that are de-politicized and thus irrelevant (a/o De Bie et al., 2012; Olesen, 2014). To overcome this 'core problem', Horelli (2002) suggests to not try and open up the procedural nature of planning, but to rather reconceive it as an iteration of communicative transactions that support learning and capacity building of citizens, experts, and decision makers.

There is quite some literature on how to organize single communicative transactions (a/o Steyaert & Lisoir, 2005) and there is a growing body of knowledge on spatial planning as collaborative learning (a/o Albrechts, 2004; Teitelbaum et al., 2015). But this literature does not provide frameworks on how to turn closed planning procedures into open collaborative learning processes, as Horelli (2002) suggests, that can support strategic planning.

The aim of this paper is to explore the contours of such a framework. It will do this by applying Cultural-historical activity theory (CHAT) to three ongoing participatory planning processes. CHAT is a theory that conceptualizes learning as a social practice firmly situated in a cultural and historical context (Engeström, 2009). All three cases are initiated by the Spatial Development Department of the Flemish Government. And all three have to comply with a distinctive policy context.

The paper will first introduce the three cases. It will then apply CHAT. The paper will end with a discussion on potential strategies to turn (standard) planning procedures into instruments that can support collaborative learning.

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## 483 | CITIES WITHOUT HOUSES: THE RIGHT TO THE CITY AND THE STRUGGLE TO INHABIT PALERMO

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**ABSTRACT:** In the framework of post-crisis scenarios, the data on homeless confirm a new housing emergency in Europe, specifically in the cities of Southern Europe where the application of the austerity programs have had dramatic and controversial effects on the welfare system. In such urban realities, urban space has become an 'object' of contention and claim by groups of inhabitants, who are organized at various levels, and claim - through illegal (although not illegitimate) forms of occupation of public or social private property - the right to housing as primary expression of the broader 'right to the city' (Lefebvre, 1968). In contexts like Southern Europe, the phenomenon of squatting and the movements claiming for the right to housing represent an interesting case study, which highlights the ineffectiveness of public policies on social and housing matters, on one side, as well as the ambiguity of these phenomena, on the other, occurring in places characterized by dramatic marginalisation, social and physical decay, and forms of organized crime. By illustrating the case study of squatting of properties owned by the Municipality of Palermo, we intend to reply to the following questions. How shall we evaluate, in such a controversial and vulnerable context as Southern Italy, the squatting of property often linked to organized crime and the mafia? Among numberless emerging 'urban issues', what are the consequences of the right to housing in terms of spatial justice? Empirical evidence of the squatting's phenomenon and the movements claiming for the right to housing in Palermo suggests that there are emerging practices of reaction to traditional policies to address homelessness. These acts can give a new meaning to the public action in the transformed post-crisis scenario, towards forms of (democratic) space construction built upon emerging and cooperative acts with subjects (residents, communities, groups) who express different political 'potentials' (Bonafede and Lo Piccolo, 2010). Starting from the evidences emerging from the informal practices of reappropriation of spaces (occupied spaces) in the case study of Palermo, the aim of the paper is to demonstrate that the use value is applicable in the housing field through the lens of the right to the city. The self-help housing practises suggest a third way in the theoretic interpretation on the right to housing, overtaking the division between natural rights and legal rights.

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## 594 | THE RESTRUCTURING OF THE ROBERTO FREIRE AVENUE IN NATAL / RN / BRAZIL: AN ANALYSIS OF POPULAR PARTICIPATION AND RIGHT TO THE CITY.

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**ABSTRACT:** The article proposes to discuss the popular participation in the current restructuring project of the Avenida Engenheiro Roberto Freire, located in the city of Natal, state of Rio Grande do Norte, Brazil. Based on a dialectical perspective per Henri Lefebvre the research was created on the researcher's experience as a member of the group for the elaboration of the Environmental Impact Study and Environmental Impact Report (EIA/RIMA). The proposal of the urban project was elaborated based on technical studies and discussions with various social groups involved, seeking to comply with the guidelines of the National Urban Mobility Policy (PNMU) - Law 12.587 / 2012. It is believed that the policies of urban development, of uses and occupations of urban spaces, of access to decent housing, sanitation, transportation, and urban mobility, which make up the so-called law diffuse sustainable and socially just cities, must be formulated and managed in a planned and participatory manner. This perspective derives from the interpretation of the material structuring principle of the Brazilian Constitution of 1988 provided for in Article 1, II which characterizes Brazil as a Democratic Republic based on citizenship. In addition, other Brazilian infra-constitutional devices reveal the concern with the participation of the society in the

formulation and implementation of projects, like the Fiscal Responsibility Law, the Statute of Cities, Law of Directives of National Sanitation Policy, and the National Urban Mobility Policy Law determine that city management must take place with transparency and popular participation and following the strategic planning method. Therefore, public hearings, debates with the participation of the population and representative associations of the various segments of the community, publicity, and accessibility to any interested of the documents and information produced are essential requirements for the validity and legitimacy of the process of construction and implementation of related public policies to the right to the city. In the present case, the EIA / RIMA publicity becomes essential precisely because it allows the population to participate actively in the discussions about the viability of the work or licensed activity, carrying out, whenever possible researches and own studies. It is important to comment that the current project is the result of several processes of discussions with sectors of organized civil society, public meetings with the most distinguished groups, which culminated in the change of several aspects of the project. Finally, it is noted that the guarantor of such principles is the public hearing, as a component of the EIA system, to include a new agent in the decision-making process on environmental issues: social groups at risk environmental.

## 1136 | CREATING PLACES IN THE GREECE OF CRISIS: THE CASE OF THESSALONIKI

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**ABSTRACT:** Apparently, in the last few decades there has been a diversification in the role of planners and the powers that seems to propel the perception and creation of places. At the instance of the sovereign fiscal crisis in Greece, planning has been a constantly evolving notion. Thus, interventions on existing urban fabric has been reinvented and the notion of participatory planning has been reintroduced. Furthermore, the traditional top-down approach seems to be inadequate to face new reality while new grassroots planning trends can be identified focusing on placemaking and improving everyday life. Subsequently, in this socio-economic context, the creation of places is under constant transformation leading to some apparent advantages concerning the placemaking process. During the last years, the results of the crisis are becoming evident in the shift of the quality and the function of public spaces. A series of phenomena, corollaries of the current crisis, including impoverishment, increase in criminality and concentration of refugees and homeless people are inevitably linked with and are located precisely within the urban public spaces reshaping their role and character. The shift from the top-down, planner centred approach to a more bottom-up, peer-to-peer one was triggered by the inability to proceed the established modus operandi due to financial problems. In this context, the notion of neighbourhood is functioning as a cell in the whole of the city, as a unit in which the consequences of the crisis are being embedded and dealt with, producing social trust bonds. Cell communities are being shyly formed within the Greek city reaching organisation forms of the forgotten past. Alternative and solidarity economic ventures are formed and become a part of the community's everyday life, prioritising objectives different than profit while pursuing the experience of actively participating in the creation of meaningful places.

This ongoing project's goal is to assess the transformation of the problems and concerns citizens face and the subsequent implications in their perception of space and place focusing on an area of the historic centre of the Greek city of Thessaloniki which presents distinctive social structure. As a step towards this direction a participatory workshop was conducted with the collaboration and participation of the residents, leading to a general assessment of the methodology used, its results and its perspective to function as a tool in the city's planning processes.

## 1153 | METROPOLITAN PLANNING: AN ACADEMIC EXPERIENCE

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**ABSTRACT:** Concerns about establishing a truly participatory planning process in the Belo Horizonte Metropolitan Region (RMBH) have oriented the Universidade Federal de Minas Gerais – UFMG's work team since 2009, the beginning of the planning experience that involved over 50 professors and 80

students from 14 different academic areas. The Metropolitan Integrated Development Plan (PDDI) was designed by this team in 2009-11, followed by the Metropolitan Macrozonning (2013-15), both now becoming state legislation as UFMG's team is now revising the Master Plans of eleven metropolitan municipalities.

Today, after seven years of working at the metropolitan level while searching for an effective popular participation, this team that I coordinate has produced significant knowledge and a large experience of planning in social learning and mobilization (Friedmann, 1987). Several instances of political participation have been created at local, metropolitan and state levels and we keep on experimenting new popular and institutional forms of social, cultural and political mobilization to pursue our goal of establishing a participatory (and emancipatory) planning process in the RMBH.

The LUMEs – Locales of Metropolitan Urbanity (Lugares de Urbanidade Metropolitana) are one of the mechanisms that we've been trying to enforce as new local and metropolitan processes of permanent participation and engagement of those populations. The LUMEs – a program proposed within PDDI's Policy of Democratization of Public Spaces - represents an attempt to include the academic world – professors and university students – within Belo Horizonte's metropolitan planning process.

The idea of the LUMEs Program stems from a federal program created by Lula's Minister of Culture, Gilberto Gil, in 2004: Live Culture (Cultura Viva), within which a project named Pontos de Cultura (Culture Places) created a network of locales to promote popular culture, from residences to community organizations: anthropological do-in points to activate Brazil's social body (Gil, 2003). Here, the LUMEs were proposed and created as places where both techno-scientific and popular knowledge are produced and exchanged, with the participation of local communities, municipal and state technicians and politicians, and university students and professors. They also focus on the strengthening of cultural groups in an attempt to create opportunities in social, popular and solidarity economics, urban-rural agroecological experiences and other forms of community organization for production and consumption. It is also an educational experience both at the university and communities, in which students participate and support local initiatives, in a pilot experience of 'metropolitan internship'. It has become an extension project and a regular course at undergraduate level at UFMG, involving students from various departments in theoretical discussions and practical experiences in those LUMEs already in process of organization in RMBH's municipalities. This paper discusses this experience.

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## 1284 | REFUGEES AS NEIGHBOURS? THE POLICY OF „WELCOME IN THE EAST GERMAN PERIPHERY

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**ABSTRACT:** With the arrival of refugees in 2014 and 2015, the newly elected regional government of Thuringia wanted to realize a different political attitude than her predecessor and the conservative neighboring state of Saxonia. By proclaiming a welcome culture, the red-red-green coalition pro-actively worked to overcome existing resistance in the population to host foreigners. As the state of Thuringia has made little experience with foreigners in general so far, the acceptance of refugees faced different challenges. Especially, when asylum houses were planned in the neighborhood, many citizens opposed it and right extremists abused this protests for their purposes.

In this paper, the author will give an overview about the development in Thuringia since 2015. Based on a representative survey with 700 participants, the question of the neighborhood will put central in the further consideration. Can this protest be seen as a kind of NIMBY protest or are more profound problems with democracy the origin of the rejection of refugees as neighbors? The paper will show that the concept of neighborhood is of overwhelming importance for citizens in the small towns of Thuringia and that xenophobia needs to be reconsidered in the understanding of the neighborhood rather in its ideological right wing expressions. Nevertheless, the existing research on NIMBY protests can only be used to explain this phenomena to some extent, as there is also a discursive linkage to sentiments of dissatisfaction which have nothing to do with place bound subjects.

## SLOT T04.S03 | ROOM GA2 | SVERRE BJERKESET | OSLO SCHOOL OF ARCHITECTURE AND DESIGN

### 570 | PUBLIC SPACE AS A MEETING PLACE: A SQUARE AND PEDESTRIAN STREET IN OSLO EXPLORED

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**ABSTRACT:** A political activist attempts, more or less successfully, to make contact with passersby; two men seated close to each other at the terrace of the local café start chatting; bystanders to a street performance exchange glances and smiles. Interactions and encounters like these characterize city life. Yet, urban public spaces differ in their (ability to) function as social meeting places. This paper examines public space use, with a particular focus on contact and encounters between familiars and strangers. It does so on the basis of close and lengthy observation of daily life as it unfolds at a square and in an adjacent pedestrian street in a socially and ethnically diverse, mixed-use inner city neighborhood in Oslo.

Public space and city life are high on the urban agenda in Western countries. The stated ambition of politicians, planners and developers alike is to create 'human-friendly', 'exciting' and 'vibrant' public spaces for citizens to gather and interact. While the rationale for this renewed public space focus is multifold, ranging from city branding to public health concerns, it is to a large extent based on a normative ideal of public space that often is traced back to the Greek agora. In such open and accessible public spaces and forums, one would expect to encounter and hear from those who are different, i.e. from people whose social perspectives, experiences and affiliations are different from ones own (Young 1990, 119). However, in Norway and beyond, little knowledge exists about how public spaces actually are used, and, more specifically, what it is that make them into well-functioning social meeting places. The case presented in this paper furthermore represents a type of public space that in contemporary debates about urban planning and development is largely ignored as an example from which one potentially can learn, physically and esthetically undistinguished as many might see it.

The contribution of this paper to the research and debate on public space is threefold. First, it is one out of few in-depth qualitative studies of public space use that have been carried out in inner city, mixed-use contexts in the Nordic countries. Second, the paper identifies some key factors that make public spaces into social meeting places, including socio-spatial factors that support interaction among strangers. And finally, we discuss how our findings can add to a more overall theoretical discussion on public space qualities, especially when it comes to issues of social interaction and exchange.

Reference: Young, Iris. 1990. Justice and the Politics of Difference. Princeton, NJ: Princeton University Press.

**KEYWORDS:** public space, public space use, sociability in public, public space as a meeting place, Norway

### 1112 | BLINDNESS AND SPACE ARCHITECTURE PERCEIVED BY A BLIND MAN

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**ABSTRACT:** This paper was based in a conversation between the authors and a person who works in an association that helps blind people, mostly in the relationship between blindness and the perception of space and its adjacent phenomena. During this work, the other senses that have had a second role after vision, will be discussed and perceived. It is intended to experience and understand the other sensations of space knowledge, as a matter for teaching, which have been on the margins of architecture.



This individual, Antonio Pinão, claims to be completely passionate about architecture and the city, but there is a drawback: he is blind. A blind man who works for the blinds and loves spaces created by and for the men. This apparent paradox to who is teaching and working in architecture lead to this analysis, in which people fascinated by the same issues have totally different approaches over the city and the architecture. As a result, there are unexpected outcomes on the perception of space, forcing us to consider things through new configurations.

"It is very interesting that people give a relative importance to the other senses, to be frank it is tolerable for people who can see have an allergic rhinitis and lose olfactory ability, even temporarily, or when they partially lose hearing and need to put a device to hear better; but, when a person loses his vision, even partially, it is a fatality, because it fully stirs feelings and emotions. Vision is the sense par excellence, because it puts us in communication with the outside ... but what happens when you do not see?" (Pinão)

For this work, the big question is that the world, as we usually understand it, is essentially absorbed by vision as a definite reflection of spatial representation. Consequently, the other senses have been sidelined during the cognition of the appearance of things. The perception of architecture has been almost totalitarian in that sense, because its own composition immediately depends on a direct relationship with the image transmitted through vision. The beauty is more and more based in what is seen, however, this exclusivity of the vision and the almost total indifference to other senses, limits the notion and the education of architecture.

The human being has the obligation to eliminate the invisibility: there is nothing worse than the invisible. We must try to understand the world and the things that define it, because, only through this, we discover the consistency of beauty without resort to its image.

The beauty and more specifically the architecture, can be loved without being through the sight judgment? This apparent impossibility becomes not only a contingency, but also a passion.

Through the understanding of what is the absence of seeing, we intend to remove own prejudice that exists in the exclusivity of vision at the expense of other perceptions and consequent sensations (the pleasures of touching, hearing, smelling ...).

Therefore, in conclusion, the paper aims to analyze the different contributions that the physical blindness can transmit to the perception of space, and, in this way, to promote a stimulus and attention to the other senses, also very important for the education and comprehension of architecture.

## 1280 | PLANNING FOR CREATING A PEACE PARK; PEACE PARK BETWEEN TURKEY AND GEORGIA AS CASE STUDY

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**ABSTRACT:** The concept of Transboundary Conserved Area or Peace Park has been created to protect borderlands environment and improve international cooperation between neighboring counties. Even though, these parks have been created all around the world, the concept is new for European and Middle Eastern. This research evaluates borderlands of Turkey and Georgia as a potential to create a peace park. The designation of the site as a peace park can integrate functions of the current national parks in the area as well as providing a basis for transboundary cooperation. The study will outline the differing policy and planning approaches of the two countries and the coordination and cooperation that can be achieved under the transboundary management framework. This would provide an insight into the changing planning paradigms in the area as well as creating a theoretical link between natural area conservation and transboundary planning.



## SLOT T04.S11 | ROOM GA4 | SOFIA SANTOS | FEDERAL UNIVERSITY OF ESPÍRITO SANTO

### 45 | PUBLIC SPACES IN ARAB TOWNS IN ISRAEL: FROM TRADITION TO MODERNITY

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**ABSTRACT:** New modern public spaces in Arab towns in Israel are perceived as unvalued, unappreciated and unsafe. Unlike traditional spaces in Muslim cities where each individual's identity dictates freedom of mobilization and behavior, these modern spaces are conducted in a democratic modern manner allowing the access of foreigners (people from out of town). This fear from public conduct among strangers can be understood by the analysis of various factors affecting modern public space in these towns.

Firstly, these modern spaces do not allow equal access and use which are essential in the western public spaces. This is due to the undemocratic management of these spaces which is conducted by the local authorities. Since they are part of the clan- based structure in each town, they still function according to inner social power dynamics. Secondly, the lack of anonymity in these spaces restricts individual's freedom of behavior and so residents remain judged by social norms. The lack of anonymity is due to same familial structure of Arab town's citizens as they are the same families living in the original village. This social structure was preserved as a result of the lack of immigration in the last seven decades affected by political and economic changes in Israel. Thirdly, the political reality in Israel did not allow a natural transitional phase among Arab society from tradition to modernity allowing the adaptation of cultural conduct of these new modern public spaces. Hence, the historic memory of public space conduct, passed on through generations in Arab towns, was based on the traditional hierarchical spatial dynamics allowing communal supervision and responsibility over public spaces. Unlike these traditional spaces which were created by culturally adapted spatial codes, modern spaces in Arab towns were created by the Israeli top- down modern planning system. Fourthly and lastly, modern public spaces created mainly on state lands are not perceived by the resident as lands for all but as lands for no one. This is a result of the private land ownership in Arab towns where spaces (almost always) belong to someone.

This paper deals with the importance of public space in social cultural dynamics. It shows how essential it is for planning tools to relate to the measures mentioned in order to create a safe, usable, lively and thriving public space.

### 288 | STUDY ON THE RENEWAL OF TRADITIONAL COMMUNITIES IN THE URBAN-RURAL CONCURRENT BUSINESS BEHAVIOR—A CASE OF GUOYANG COMMUNITY, BAISE

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**ABSTRACT:** Under the background of the new urbanization, the construction of rural and towns in China is accelerating, with the transformation from traditional agricultural society to modern industrial society. The behavior of rural community residents has changed, from the previous agricultural production to the urban-rural concurrent business behavior. The cultural heritage and historical memory of rural communities have been impacted and the spatial pattern of rural community settlement has changed. On the one hand, under the existing economic environment, the traditional community is facing the material aging and social decline; On the other hand, new space in large-scale urban renewal and transformation of the rapid loss of style. Under the premise of the existing urban-rural concurrent business behavior to meet the needs of the use of community residents under the premise of the formation of community culture through the activation of community culture is the focus of this research. This paper tries to analyze the changes of community

residents' behavior patterns and the differentiation of residential areas, using Guoyang community as a case study to revealing the root cause of the decline of the community and proposing the corresponding practical solutions. This paper discusses the way of revitalization and renewal of traditional communities in the transitional period from the perspective of community residents.

### 331 | THE ATHENS DIALOGUES ON DIGNITY: DECODING URBAN TYPO-MORPHOLOGICAL FEATURES.

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**ABSTRACT:** Demosthenes, in his speech of prosecution against a prominent politician, Meidias, for violating the norms of dignity, described a public realm in which the individual citizen could walk with his head held high, without worrying about threats to his dignity (Against Meidias 21.221–225). In his endeavor to actively defend and establish civic dignity in Athens, the distinguished orator intuitively sets walking in the public space as the locus and action for practicing dignity.

Twenty five centuries later, urban population accounts for 54% of the total global population, and walking in city centers, sharply contrasts with the polis' conditions that Demosthenes argued for. Every city has, undeniably, its own characteristics. However, the basic aspiration to live with dignity is universal and still remains a challenge. In the midst of rapidly changing urban conditions stigmatized by economic austerity, social inequality, extreme natural events and terrorism, urban designers and planners are in urgent need of methods and tools so as to systematically immunise into their work classical values such as Dignitas (civic dignity), Eudaimonia (human flourishing) and Isonomia (equal distribution of rights and privileges).

Addressing the current urban conditions in Europe through design and planning may take several forms and refer to numerous aspects, including urban morphology and scale. Aiming at establishing new urban forms, so as to meet dignity-related criteria such as walkability, accessibility, connectivity and equity, modern Athens is proposed as case study. Its urban space, in which dignity once emerged, is where dignity is now highly threatened. We have identified and examined distinct typologies of the Athenian urban tissue, in areas widely varying in social, economical and physical terms. A comparative analysis of their typo-morphological features has been performed. Both quantitative and qualitative aspects in relation to the aforementioned criteria have been addressed. Thereafter, urban design and policy guidelines as to the preference of specific urban forms and neighborhood typologies are derived.

Next to applicable deductions, our study alludes to the imperative for urban planning and design theory to further explore urban form in relation to civic dignity within a context of change and complexity. As in classical Athens, concerns for securing and enhancing civic dignity in urban space might contribute towards new sets of democratic rules and new forms of urban culture.

### 412 | THE SIGNIFICANCE AND MAINTENANCE OF SMALL URBAN SPACES

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**ABSTRACT:** Small urban spaces have been the subject of past research, which has highlighted their role and importance in urban life (Seymour, 1967; Shaftoe, 2008; Whyte, 1980). They often comprise either incidental planned spaces (e.g. small community gardens, pocket parks or squares set out as part of residential schemes) or leftover spaces (between buildings or adjacent to access routes, or unused corners) that, for some reason, become a focus of social activity and encounter. In this research, we have examined the significance and maintenance of small urban spaces in the central area of an urban metropolis which is well-endowed with formal, and often famous, planned urban spaces. The City of London has been transformed by large public and private schemes to enhance its public realm mainly for the benefit of tourists and those working in the City. But even in this bustling context, small informal urban spaces thrive, offering users a back-water respite from the pace of 'mainstream' urban realm. Using observation and interviews, this research explores the significance of small urban spaces for those who visit or work in the City of London. It provides insights into the spontaneity of encounter that is central to

the liveability of the otherwise formal metropolis. And drawing on interviews with regulators and developers, it looks at the tactics needed to ensure that such spaces retain their intimacy and neither disappear, as a consequence of planned change, nor are opened up and formalised. In the first part of the paper, we define small urban spaces, review past research and derive a taxonomy for their classification. In the second part, a virtual tour of a selection of the City of London's small spaces is provided. And in the final part, preliminary findings from the research are presented, focused on maintenance tactics to avoid the loss of small spaces during urban redevelopment.

**REFERENCES:** Whyte, W. (1980) *The Social Life of Small Urban Spaces*, New York: Project for Public Space; Seymour, W. N. (ed.) (1967) *Small urban spaces*. New York: New York University Press; Shaftoe, H. (2008) *Convivial Urban Spaces*. London: Earthscan

## 1069 | REPRESENTATION OF TERRITORIAL HERITAGE & DEVELOPMENT: CONJECTURED MAPPING TO UPDATE PORTUGUESE POSTULATES OF CITY-MAKING IN SÃO MATEUS, ES, BRAZIL

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**ABSTRACT:** This article is part of the state of the art regarding the methodology and technique of Representation of Territorial Heritage, capable of fostering reflections on heritage values through the elaboration of conjectured maps of four moments of the historical evolution of the urban heritage of São Mateus (1764, 1819, late nineteenth century, and early twenty-first century), in the state of Espírito Santo, Brazil. Representation is one of the stages of planning, design and management for a self-sustaining local development, according to the Italian Territorialist Approach, whose research-intervention is directed to the overcoming of traditional analysis models, through: a theoretical revision, in which refers the enlargement of the concept of heritage, and an instrumental suggestion of geoprocessing and illustration production. The territorialist approach is a current of research-intervention thinking created and consolidated by the iconic figure of Alberto Magnaghi and the Society of the Territorialists. This approach prioritizes the conservation and valorization of areas, figures and heritage elements in the territory, in the search for the widening of the concept of heritage, from the scale of the building to the scale of the city, the region and the territory. It questions the role of the territory, in the contemporary world, in the face of the problematic of political, economic, environmental and social unsustainability, and reveals technical and methodological paths for a local self-sustainable development. The objective is the elaboration of conjectured mapping of Heritage Values of São Mateus, with support of geoinformation technology, as digital model synthesis in the iconographic ambit, identifying heritage elements, that can be point, lines and / or polygons materialized in the territory; and in the conceptual ambit, reflecting on the concept of territorial heritage and the relation with the local economy that provides a reproducibility of the Portuguese model of urban settlement. In order to carry out the mapping, the method is based on the territorialist approach, concerning environmental, territorial and urban analyzes, and supported by georeferenced data; and of conjectural-cognitive analyzes, based on historical reports and iconography, to identify the main components of the place. The results obtained, in the state of the art, cover a discussion of methodology and technique of representation of values in heritage sites, when carrying out conjectural mapping, with geoinformation technology in order to reconstruct the evolution of the urban heritage of São Mateus, and to reflect critically about the original Portuguese postulates for the contemporary moment of industrialization and of facing the risk of loss of tangible and intangible heritage; ie, one of the open discussion questions is related to if the original Portuguese urban settlement way of city-making in São Mateus has been reframed with the new socioeconomic dynamics and because of that a new way of thinking is still latent, or can it still be the answer to a self-sustainable local development?

## SLOT T04.S19 | ROOM GA5 | DANENBERG | KTH ROYAL INSTITUTE OF TECHNOLOGY

### 95 | ACCESS TO FRESH FOODS IN MUMBAI, INDIA: A DIFFERENT CULTURE

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**ABSTRACT:** How would access to fresh foods differ between cities of a developing country compared to that of a developed country? In the western world, we have a rampant discussion on food security with food desserts as the basis. Do developing countries experience the same phenomena of food desserts? This paper provides a snapshot of food availability and access in a metropolis of a developing nation: Mumbai, India. Often times, food systems in developing countries have an informal network of operations that is not captured in academic discourse or research literature. Mumbai, India is such an example. Fresh fruits and vegetables have traditionally been sold in street markets comprising of vendors that sell their produce off of carts and informal set-up on the streets and these markets have sprung up and established themselves along the railway lines that form the backbone of transportation in the City. This study uses one of the three main railway lines called the Western Railway line that runs along the western portion of the City and maps out, using GIS, the points where fresh fruits and vegetables can be accessed. This includes formal stores as well as the informal network within a one kilometer distance from either side of the railway line. Subsequently, a discussion of the culture of fresh produce purchase, the implications for access-equality and a qualitative analysis of the level of proliferation of these informal points within the built environment of the City are developed. In the case of Mumbai, India, the role of density, the informal economy, transportation systems and the domestic/household structure have woven an intricate web that has resulted in a distinct infrastructure of food systems that has diverted the food desserts phenomenon but has harvested other forms of injustices that relate to the quality of the product.

### 303 | THE DISARTICULATED CITY: INTENSIFICATION, LARGE- SCALE PROJECTS AND STREET CHARACTER IN BEIRUT

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**ABSTRACT:** Like many other cities with weak development control frameworks, Beirut has struggled to curb the most excessive impacts of neoliberal urban development, often facilitated by a 'rescaling' of authority from local to central government. For more than a decade, combined forces of up- and spot-zoning, plot consolidation, asset parking in high-end real estate, and increasing demand for amenity-rich accommodation have resulted in larger-scale developments that have challenged the integrity of the traditional typo-morphological tissue of the city. Since streetscape continuity regulations are not enforced through applicable planning and building codes, this paper investigates the conditions under which developers of such projects are likely to contribute to the continuity of the civic realm. Combining data from construction permit records and field surveys, the study develops a context-sensitivity analysis predicated on criteria of bulk, use, and permeability to ascertain whether locational attributes, street types, or historic context are predictors of civic continuity. Figures confirm that large-scale projects incorporate context-sensitive bulk attributes in slightly less than two thirds of cases, consistently decreasing whenever use and permeability are accounted for. While no patterns emerged when considering neighborhood location, partitioning by street type yields interesting insights. Findings suggest, intuitively, that developments on commercial streets are most likely to be context-sensitive, followed by mixed-use, and predominantly residential streets (at close to three fourths, two thirds, and one half of projects, respectively). Observations on permeability are especially worrisome, especially in typical mixed-use streets. Projects are also consistently more disruptive in streets with older stocks, despite stronger contextual queues. The evidence thus indicates that developers are less likely to offer street-defining features absent market incentives. The paper concludes by reasserting the value of urban design frameworks featuring streetscape-themed parameters and suggesting formal and regulatory remedies in typical cases.

**REFERENCES:** Carmona, M. 2016. The formal and informal tools of design governance, *Journal of Urban Design*, DOI: 10.1080/13574809.2016.1234338; Krijnen, M. and M. Fawaz. 2010. Exception as the Rule: High-End Developments in Neoliberal Beirut, *Built Environment* 36(2): 245-259; Sorensen, A., J. Okata, and S. Fujii. 2010. "Urban renaissance as intensification: Building regulation and the rescaling of place governance in Tokyo's high-rise mansion boom," *Urban Studies* 47 (3): 556-583.

## 758 | FROM INFORMAL TO FORMAL PUBLIC SPACE: THE SECTORAL TRANSFORMATION OF TACTICAL URBANISM MOVEMENT IN SAN FRANCISCO'S PAVEMENT TO PARK"

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**ABSTRACT:** Tactical Urbanism (TU) becomes a force in urban design which cannot be ignored. Its representative is a new approach in requesting new types of public space which changed the traditionally top-down long-term planning to bottom-up action-oriented experiments to the improvements of the public realm. Not only has it had different appearances in major cities around the world, its growing popularity in the past decades also draw academic attention on the various perspectives on TU's history, prospects, criticism, influence in public provision, as well as its connections to creative cities and the concept of citizenship. However, no one has yet explored its process and evolution, especially on the interactions among different sectors to make the experiment of from a pop-up activity to permanent change. In this paper, a case study research will be employed to study the process of TU movement to understand the interaction between the public sectors, private sectors and third sectors using San Francisco's Pavement to Park (P2P). San Francisco's P2P program is regarded as the earliest and most successful development of TU that seeks to convert parking space into spaces for bicycles, pedestrians, residents, neighborhood interactions, and local businesses. With extensive documentations, this paper relies on first-hand interviews with key stakeholders and second data such as websites, reports, manuals, and promotional campaigns to study the history, organization, institutional arrangement, and the management dimension of P2P with particular attentions on the collaborations among public, private, non-profit sectors. This study is expected to build a systematic analysis of TU as a future policy reference for urban design and place making around the world.

## 879 | THE IMPACT OF INTERNATIONALLY URBAN CULTURE IN REDESIGNING AND RECLAIMING LOCAL PUBLIC SPACES

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**ABSTRACT:** Public spaces have been seen as common spaces for social gathering and for developing and presenting various art installations. Most of the time public spaces have been designed by city planners from their offices and from their own perspective. This has led to derelict, disconnected from its surroundings, and abandoned spaces. Emerging internet subcultures of video games and underground movements such as street art have progressed beyond entertainment and fun towards a more innovative world. These subcultures have encouraged a different way of thinking, seeing and doing things. The tools that these subcultures have developed can be wisely used to change landscapes and redesign and recreate attractive and usable public spaces. Using these internet platforms to do tactical urban interventions, in a sense of transforming these internet based platforms to useful and practical tools through creative practice, can respond and fill the gaps of cooperation between digital/video games communities and urban/street art, artists and the city planners to addressing the problems with abandoned and disconnected public spaces. This study provides, firstly, an overview of how subcultural theory could contribute to a study of the use of algorithms of video games and urban/street art movements in innovation and creation of public spaces and redesigning of existing ones. The first part will focus on widely used video games such as SimCity and more dynamic GTA to see how these two video games can be used to create innovative public spaces and also to redesign existing ones by engaging the community as well. The second part of the paper will look at the urban/street art global movement and the impact they have in our everyday life and in the public space we together share. Street art movement most of times have sought, through their guerilla art actions, to reclaim the public space. Due to increased attention, cultural



recognition and institutional support graffiti/street art have been gaining in recent times, it is important to analyze the significance that this subculture could have into the creation of the public space. This paper will analyze particular projects that have applied the approach of using video games and urban/street art to reclaim public space and turn it into a creative and attractive public space for all. Although, this approach has been used in different cities around the world in Prishtina this approach has only been used once by the UN Habitat in cooperation with the City of Prishtina to transform an abandoned site into an attractive playground for children and a public space for adults, by using the tools of Minecraft video game. The main objective of this study is to analyze how the combination of the tools we find in video games and street art could transform cities, improve lives and reclaim public space.

**KEYWORDS:** Public space, urban culture, urban design, videogames, street-art, subculture

## 1021 | MAIN STREET AS OPPORTUNITY FOR ETHNIC ENTREPRENEURSHIP

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**ABSTRACT:** Main Streets, as a distinctive typology of a street, hold particular qualities that facilitate for a diverse city. Main Streets, often situated in urban centers, are highly accessible, offer a diverse supply of functions and form a multitude of community meeting places. In addition, this public space fosters business incubation, sense of community and strong social structures. In other words lays base for opportunity for starting a business in a strong social network. The linkage between the built form and the function and meaning of the street is crucial for its performance in different urban contexts: the inner-city, modernist suburb and new city boulevard plan. Modernist suburbs in Stockholm houses mostly immigrants, who are known as more likely to start a business than native Swedes. The assertion is that since the urban structures of the modernist suburb tend to lack a Main Street, emphasizing the failure of modernist planning, the built form strongly determines opportunity for ethnic entrepreneurship. The diverse, multicultural and creative city are active City policies, yet often not steered to ethnic entrepreneurship outside the city gate. Particularly, the concept of Global City, municipal bureaucratic reorganization and the management of migration flows produce strong influence on the diversity of a Main Street. Through analysis of a case study in Stockholm and mixed methods of direct observation, interviews and space syntax the relation between built form and global and local economic processes are investigated. The results show that corporate ownership, neoliberal planning paradigm and the blind spot for seeing migrants as an asset form obstacles for Migrant Economy to thrive and hence a diverse city. Where public spaces hold the opportunity for facilitating diversity, integration and sustainability, in fact, large single-owned blocks, bureaucratic difficulties to start a business and the negative perception on migrants pave the way for a homogenized, gentrified and concentrated city economy.



**SLOT T04.S25 | ROOM GA1 | SABINE KNIERBEIN | TU WIEN**

## **492 | CITY UNSILENCED - PUBLIC SPACE AND URBAN DEMOCRACY ON TRIAL**

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**ABSTRACT:** This paper will evolve around a series of case studies on urban resistance and the related role of planning and designing for public spaces in selected cities in Asia, Latin America, Europe and Northern America. We aim at sharing recent empirical insights about and further discussing the role of urban resistance in contemporary times of unsettled political conditions. The paper sums up findings from diverse case studies involving cities like San Francisco, Oakland, Rio de Janeiro, Buenos Aires, Tokyo, Taipei, HongKong, Athens, Madrid, Vienna, Berlin, Istanbul, Barcelona, New York and Mexico City which mainly focus on the use of public space between 2011 and 2016.

What do these recent urban resistance tactics have in common? What are the roles of public space in these movements? What are the implications of urban resistance for the remaking of public space in the “age of shrinking democracy”? To what extent do these resistances move from anti- to alter-politics? The paper examines the spaces, conditions and processes in which neoliberal practices have profoundly impacted the everyday social, economic, and political life of citizens and communities around the globe. It examines the commonalities and specificities of urban resistance movements that respond to those impacts. It focuses on how such movements make use of and transform the meanings and capacity of public space. It investigates their ramifications in the continued practices of renewing democracies. A broad collection of cases is presented and analysed, including Movimento Passe Livre (Brazil), Google Bus Blockades San Francisco (USA), the Platform for Mortgage Affected People (PAH) (Spain), the Piqueteros Movement (Argentina), the Umbrella Movement (Hong Kong), post-Occupy Gezi Park (Turkey), Sunflower Movement (Taiwan), Occupy Oakland (USA), Syntagma Square (Greece), 1DMX (Mexico), Miyashita Park Tokyo (Japan), 15-M Movement (Spain), and Train of Hope Vienna (Austria).

By better understanding the processes and implications of the recent urban resistances, City Unsilenced contributes to the ongoing debates concerning the role and significance of public space in the practice of lived democracy and lived space. It will focus on the relevance of public space research for the planning community and will emphasise potential role(s) of planning, architecture, landscape architecture and urban design schools during the contemporary crisis of democracy, thereby establishing a dialogue between planners and urban activists supporting those most affected to live an urban life in dignity.

## **502 | PARTICIPATION ROUNDTABLE CITY UNSILENCED - PUBLIC SPACE AND URBAN DEMOCRACY ON TRIAL**

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**ABSTRACT:** The paper-based roundtable discussion will evolve around a series of case studies, which will be published in May 2017 as a book under the title City Unsilenced. Public Space and Urban Resistance in the Age of Shrinking Democracy edited by Jeff Hou (University of Washington, Seattle) and Sabine Knierbein (TU Wien). I am invited for the roundtable bringing a view from planning theory/critical urban studies into the discussion. Aim is to locate the book within the recent urban studies landscape and to discuss aspects from political theory (i.e. considering post-foundational perspectives and post-political tendencies). We will talk about different possible strands in urban theory and discuss pros and cons of such approaches. Particularly my contribution will analyse the city-unsilenced-issue in the light of my experiences as an editor of the new scientific journal suburban (journal of critical urban studies).

## 719 | EVERYDAY NATIONALISM AND URBAN CULTURE – NORMALIZING NATIONALIST REPRESENTATIONS, DISCOURSES AND PRACTICES IN PUBLIC SPACE

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**ABSTRACT:** In the prevalent discourse on life in multicultural global cities, the mingling and mixing of diverse and different urban dwellers is often described as a huge potential to establish a cosmopolitan attitude. Many authors have underlined how the complexity and lived difference of urban life transforms us into cosmopolitan citizens, as we are confronted with various cultures, religions, ethnicities and lifestyles in our urban everyday life (Amin and Thrift 2002; Caglar 2002; Sandercock 1998). In *Life as Politics* (2013) Asef Bayat discovers an everyday cosmopolitanism as a practice in the everyday life of the citizens who across ethnic or religious differences share a life and certain practices, living in peace.

In the context of the rise of nationalist, demagogue politics in Europe and beyond, this paper seeks to discuss essentialist revaluations and appropriations of public space as an obverse to the urban studies canon on the cosmopolitan city. So far nationalist and alt-right movements' accounts and use of (public) space, *Rechte Räume*, have often been described as anti-urban and more relevant for rural areas (Trüby 2016) but have not yet been recognized as part of urban cultures. Based on Bulut's (2006) definition of popular nationalism as the exacerbation of nationalist feelings and the increased attachment to the idea of the nation in everyday representations, discourses and practices this paper points out the everyday nationalisms as they appear in public space, from the popular festivities of the Austrian National Day to more subtle evidence. Based on fieldwork in Vienna, the everyday symptoms of a nationalist and exclusionary culture will be described and serve as relevant insights into popular nationalist culture and its implications for public space, contributing to countering the disregard and normalization of essentialising space.

## SLOT T05.S03 | ROOM V1.09 | STEPHAN PAULEIT | TECHNICAL UNIVERSITY OF MUNICH

### 116 | STAKEHOLDERS' CONCERNS OVER THE MANAGEMENT PLANS OF ROMANIA'S NATURAL PROTECTED AREAS

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**ABSTRACT:** The process of approving a management plan for a natural protected area addresses the need to ensure the involvement and inputs of the relevant stakeholders to secure institutional support for the actions undertaken and the successful implementation of the plan. The key stakeholders without whose approval the management plans cannot be accredited are the national institutions who govern the natural resources policies. The aim of this study is to explore the concerns of key stakeholders (such as ministry of environment, agriculture, regional development, environmental protection agencies, etc.) regarding the management plans proposed for different natural protected areas. We examined 134 official views (2013-2016) expressed over the management plans of 93 Romania's natural protected areas. Self-organizing maps (SOM), an artificial neural network, was used to compare stakeholders' concerns to identify common/conflicting concerns so that natural resource managers to ensure proper collaboration between stakeholders for the most efficient use of the natural resources. Preliminary results showed that stakeholders' concerns are largely influenced by the objectives of the policies they have created, and also by the desire to keep control over the management of natural resources. Therefore, dialogue among stakeholders should be enhanced during plan-making phases to continue also during the implementation of management of plans.

### 129 | FROM GREEN BELT TO GREEN INFRASTRUCTURE.

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**ABSTRACT:** The Metropolitan Green Belt (MGB) surrounding London is a bluntly applied policy with unintended policy outcomes. The MGB extends commuter journeys and constrains land for housing where there is particularly high demand and where alternatives (such as brownfield land) are insufficient to meet the housing crisis in the Wider South East. The MGB is three times the size of London and therefore, we argue, has scope for trading off some housing development in return for improvements to the vast majority of the open land that would remain. We identify three key challenges to those seeking to rethink the MGB in order to get more from it. First, its function is preservationist, maintaining openness around and between existing settlements. Although openness offers the potential for improvements to public access to countryside and for developing multifunctional uses there are no mechanisms in place to realise this. The policy is accounted for in terms of the small quantity of MGB given permission for development and not improvements to the use made of the vast majority of MGB land that remains. Second, the politics of MGB is fragmented and asymmetric. It is a centralised policy locally administered. The purposes of Green Belt are set nationally with no scope for local adjustment. One effect is that it encourages freeriding. The MGB covers many authorities and while some would like more scope for change other authorities use central government intransigence to justify undersupplying housing land, while expecting neighbouring authorities to make up the shortfall. There are only weak mechanisms in place to require cross boundary cooperation. Third, the MGB has led to the development of powerful vested interests over time with, for example, local residents resisting change. This in turn pressures government to remain intransigent. To go beyond the preservationist purpose of the MGB, and to have it become multifunctional, we need to address the present rationality of those with a vested interest in the status quo, including government. In an earlier project we suggested a bottom up approach to challenging the government's stance, working with local coalitions of the willing. We also set out conditions that should be linked to any development in the MGB and that could reduce opposition from vested interests. The article reports on an action research project in which we worked with several local authorities, partnerships and community groups within a corridor in the MGB. We tested out the possibilities for change that we set out in the earlier project. We report on the tactics adopted by local coalitions of the willing seeking change. We also report on the outcome of our

testing of the conditions that seek to nudge the rational of opponents from supporting the status quo to change. These conditions include the developing of a multifunctional MGB that goes beyond merely preserving openness regardless of the use.

## 154 | PARTICIPATORY PLANNING OF URBAN GREEN INFRASTRUCTURE. A SOCIAL NETWORK ANALYSIS FOR SUSTAINABLE DEVELOPMENT

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**ABSTRACT:** Globalization and technological development brought a more complex set of issues that urban areas have to face. Economic, social, environmental and security aspects are on the main agenda of every urban policy maker but in order to address to all these intricate issues there has to be taken into consideration the quality of life outcomes provided by the urban landscape. Besides for a city being competitive it has to be welcoming and inclusive as cities nowadays are a jigsaw of different cultural and religious aspects.

In our paper we emphasize the importance of urban green infrastructure (UGI) planning in order to increase the attractiveness and inclusiveness of urban areas. UGI planning has to converge and satisfy the needs of the population and the local stakeholders, but in the meantime has to support the local authorities in their steps to address the contemporary urban pressures. We aim in creating a planning framework for UGI development using a social network analysis. The study emphasized the relations occurred between different actors in the planning process for mid-long term. The demands required by all actors to be provided by the UGI network is a useful guideline for every urban planner or landscaper as it emphasize what they should focus on when developing the UGI.

The planning framework for UGI is an important tool as it helps the planners to be more efficient, spend less time on thinking at the right purpose of a green infrastructure and helps the local authorities investing money without high risks regarding the uncertainty of the expected outcomes.

## 650 | PARTICIPATIVE APPROACH FOR DEVELOPING NATIONAL LEVEL GREEN INFRASTRUCTURE POLICY; A REFLECTION ON SLOVENIAN SPATIAL DEVELOPMENT STRATEGY

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**ABSTRACT:** Green infrastructure (GI) is a complex concept, which can be studied from different pe

rspectives and on various scales. Slovenian spatial development strategy (SPRS) is the basic spatial document on national level, setting guidelines for spatial development and reconciliation of sectoral policies affecting GI. Current strategy was adopted in 2004 and needs a revision, which Slovenian Ministry of spatial planning initiated in 2013. The studies on spatial development since its adoption and the ex-post assessment of its implementation show a gap between the objectives of spatial development as set in the SPRS 2004 and spatial processes. Some of these are not in favor of preserving the quality of GI; the main detrimental forces being urban sprawl, non-rational land use for industrial zones and adjacent infrastructure and forest overgrowth. One of the main identified reasons was weak vertical and horizontal integration, i.e. the ability of the spatial policy to coordinate other policies influencing the spatial development and weak control over local planning. The necessity that the document would be accepted as their own among the stakeholders was recognized as an important improvement in this context. The process itself was planned in a participatory model, with experts, policy and decision makers, non-governmental organizations as well as general public collaborate to achieve consensus regarding vision, aims and objectives and, last but not least, measures which will address development challenges. Several events have been organized: students' workshops, public conferences, experts' and inter-sectoral meetings. Four thematic groups have been formed, where experts from different fields have been gathered to discuss the main topics: (1) functional urban areas, (2) possibilities for low-carbon society, (3)

countryside and green infrastructure and (4) mountain and border areas. An ex-ante evaluation was also commissioned to run parallel to the policy design process.

This paper addresses the contents (outcomes) as well as the process aspect of policy development. The outcomes on Green infrastructure will be presented as resulted from the different steps in the process. The methodology for defining main green infrastructure elements on national level has been developed and the possibilities were identified for interlinking it with urban green infrastructure. Four main aspects have been considered:

- (1) The principles of green infrastructure – heterogeneity, connectivity and multi-functionality of its elements as well as GI as a whole;
- (2) Its hierarchical structure – especially the role of national GI as a part of international, European context was considered, and the connections to regional and urban GI;
- (3) One of the main goals was to define the GI elements on national level, and
- (4) Functions of GI elements on different levels were identified.

The results and the process will be evaluated based on the experience of the participants of the thematic groups as well as findings from the evaluation study, explicitly analyzing the vertical and horizontal integration potential of the policy.

## 930 | NEW APPROACHES TO MAINTAINING ROLE OF THIRD SECTOR IN DELIVERING GI: EXPERIENCE FORM THE NORTH WEST OF ENGLAND

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**ABSTRACT:** In a recent article Mell (2017) has argued that GI has gone through several phases of development exploration, expansion and more recently consolidation. Many of the multifunctional benefits of GI have been recognised and in many cases GI thinking is being embedded in plan making with a desire to make places more resilient to environmental change and ultimately more liveable. Nevertheless there are worrying signs that the advocates of GI are finding it increasingly hard to maintain their position in terms of advocating multi-functional benefits of GI for place making, facilitating development and managing and maintaining the GI itself. Within the UK third sector organisations, most notably the Community Forests have played a prominent role in such agendas at a city regional scale, but increasingly they, along with many other environmental third sector bodies increasingly face an uncertain future as their access to public funding whether through direct grants or project funding is reduced. Of the original 12 community forests many have or will soon cease to exist, and or are changing their ways of working. In this paper explore some of the new ways of thinking which might make such organisations more resilient and hence remain strong advocates for continued investment in new delivery, management and maintenance of GI. Our focus will be on the way that the Community Forests in the North West of England are working hard to create sustainable and resilient partnerships for delivery.

**REFERENCES:** Kidd, S., & Shaw, D. (2001). Sustainable Development and Environmental partnership at the Regional Scale. *European Environment*, 11(2), 112-122; Mell, I (2017) Green infrastructure: reflections on past, present and future praxis. *Landscape Research* 42(2) 135-145.

## 1064 | COMPARING PATTERNS OF USE AND PERCEPTIONS OF BIODIVERSITY IN URBAN GREEN SPACES IN LISBON AND BERLIN: A PARTICIPATORY MAPPING APPROACH

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**ABSTRACT:** Cities take up 3% of the earth's land surface but accommodate 50% of the global population, with the number of urban-dwellers predicted to double, reaching 6.4 billion by 2050. In the face of this rapid urbanization and globalization, green spaces provided by cities are becoming increasingly

important for ensuring the health and well-being of residents, while at the same time fostering urban resilience and sustainability. However, citywide assessments of green space use and perceptions have been rare. Spatially explicit assessment of uses and perceptions by using GIS participatory tools for instance, can help understand and quantify patterns of use to support and improve land-use decision-making.

Within this work, we aim to identify patterns of green spaces use in the cities of Lisbon and Berlin. Based on a PPGIS (public participatory GIS) on-line survey we could identify: 1) the most frequented types of green spaces in both cities, 2) activities pursued in those spaces, 3) the socio-demographic characterization of users, 4) how visits to these spaces and activities are distributed across the cities, and 5) visited areas with a high perceived biodiversity. The survey was directed to respondents from different socio-demographic classes and areas of resident, by using different on-line communication channels. We collected data based on more than 300 respondents for each city. The research is part of the European 7th Framework GREEN SURGE project (<http://greensurge.eu/>), which aims to identify, develop and test ways of linking green spaces, biodiversity, people and the green economy in order to meet the major urban challenges related to land use conflicts, climate change adaptation, demographic changes, and human health and wellbeing. The Lisbon case study had also the support of the Municipality of Lisbon.

Results suggest that green spaces support a variety of activities which have a clear spatial distribution, with more social uses in the cities' core and more passive, nature-based uses on the periphery. Further, we also found some socio-demographic clustering citywide regarding the green places visited. The peripheral green spaces in most cases were also spaces with a higher perceived biodiversity. Results show that larger green spaces were conducive for a wider array of activities, but in some cases, were also indicated some negative aspects as neglected areas or sense of insecurity. Our comparative study highlights convergent areas and activities of importance for city residents and points towards the contribution of findings for better urban green infrastructure planning, design and management.



## SLOT T06.S03 | ROOM V1.11 | GIANCARLO COTELLA | POLITECNICO DI TORINO

### 73 | SPATIAL PLANNING AND GOVERNANCE IN PROVINCIAL CHINA: A CASE STUDY OF JIANGSU REGION ALONG YANGTZE RIVER PLAN

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**ABSTRACT:** Spatial planning is considered as an important governance instrument to cope with uncoordinated regional problems in metropolitan areas. This article explores the underlying rationale and mechanisms of spatial planning in provincial China through a case study of the Jiangsu region along the Yangtze River plan. It reveals that the practice of the spatial plan reflected the changing strategic expression of the provincial government on regional development and was shaped by the contests between provincial and municipal governments. The planning policies and provincial economic and political mobilizations formed as a spatial policy framework that promoted plan implementation at the municipal level. The plan achieved development goals of overall economic growth and infrastructural construction, but it was ineffective regarding development control and regional coordination. The case study also sheds light on the dynamic relationship between provincial and municipal governments, and the structural problems of spatial governance under economic decentralization and political centralization in provincial China.

### 186 | PLANNING FOR A SUSTAINABLE SHORELINE DEVELOPMENT - PERSPECTIVES ON NORWEGIAN COASTAL PLANNING

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**ABSTRACT:** The coastal shoreline constitutes one of the most important - and vulnerable – areas of a country. A large number of actors and stakeholder groups meet and interact in the coastal shoreline areas. This is very much the case in Norway, which has the longest coastal shoreline in mainland Europe.

Over the past decades, the planning in the Norwegian coastal shoreline has been characterized by considerable fluctuation and variation in terms of focus and orientation. First and foremost, planning has had a focus on preservation and adjustment to traditional economic activities, such as fishing. At the same time, the coastal shoreline has been exposed to significant and marked changes, and this has not primarily been due to – or the result of – plans, but has, to a large extent, been a result of incremental local adjustments. In a large number of municipalities, development according to approved plans appears to be overruled by approval by dispensations – or exemptions. In a sense, one may talk about this as a dispensational oriented development of the shoreline, and not as a plan-oriented development approach.

Even in the face of rapid changing demographic, social, environmental and economic realities, where the need for (long-term, medium-term and short-term) planning becomes more urgent and important, the planning focus appears to continue this practice, where dispensations often tend to overrule existing plans.

In this paper, we discuss the national regulations for the Norwegian coastal shoreline planning, and how these regulations function at the local level – as the planning is carried out by municipalities and regional authorities. At the end of the paper, we argue that, in order to improve the Norwegian coastal shoreline planning, there is a need for a stronger coupling of, or interconnection between, the nationally proclaimed objectives and goals, on the one hand, and the local level perceptions and practices, on the other.

**KEYWORDS:** Planning; Integrated Coastal Zone Management and Planning (ICZMP); Governance.

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## 493 | INTRODUCING BUSINESS REGIONS IN DENMARK: TOWARDS A NEW PLANNING CULTURE?

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**ABSTRACT:** Significant attention has recently been paid to the new forms of territorial governance emerging at the scale of urban regions in Western Europe. As in many other European countries, Denmark has experienced an explosion in the number of informal governance networks working across formal boundaries in recent years. The formation of these governance networks can be understood, partly as an attempt to supplement and support a weakened regional governance level following the governance reform in 2007, and partly as a strategic response to wider challenges, often summarised as globalisation, inter-city competition and fiscal difficulties. As part of this general trend, a number of city region networks have emerged around the biggest Danish cities. Drawing on experiences mainly from other Nordic countries, several of the networks identify themselves as 'business regions', and have formulated goals and visions revolving primarily around attracting businesses and a highly educated workforce to the region. In this paper, we explore the rationalities behind the emergence of business regions in and around the four biggest cities in Denmark. In order to get a sense of the nature of the strategic spatial planning that is practised in such spaces, we examine the spatial strategy-making initiatives that takes place in the auspices of those regions. We built our analysis on document analysis of strategies, visions, policy documents, official webpages etc., together with semi-structured interviews carried out with the key actors involved in the business regions. In our analysis, we draw on state theory and the emerging literature on soft spaces and neoliberalisation. We tentatively conceptualise the Danish business regions as 'spaces of neoliberal experimentation' (Haughton et al., 2013). On the one hand, we interpret the emergence of business regions in a Danish context as part of a longer genealogy in which Danish spatial planning has been re-oriented towards urban entrepreneurialism and subjected to neoliberalisation. In this context, the regions can be understood as products of yet another round of spatial restructuring and reterritorialisation, in which glocalisation strategies seek to promote particular spaces and scales for strategy-making and capital accumulation. On the other hand, we also understand the new business regions as key spaces for challenging and transforming the Danish planning culture. We understand the regions as important spaces for reworking what it means to carry out strategic spatial planning at the regional scale in Denmark. It is in this context that we suggest that the business regions are not only spaces of neoliberal experimentation, but they act also as vehicles for the continuous neoliberalisation of spatial planning discourses and practices and for a general shift in Danish planning culture.

## 565 | THE SEARCH OF TERRITORIAL COHESION IN A BRAZILIAN FRAGMENTED ADMINISTRATIVE REALM: A SENSITIVE PERSPECTIVE

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**ABSTRACT:** Indeed, a territorial cohesion is necessary in order to achieve a territorial sustainability and resilience and should be pursued by different administrative realms in a cooperation based management. We will argue here that to get it, it is needed a strong understanding of the territorial context, not only the environmental or economic context, but also a understanding of the territory achieved by cultural and "sensitive" aspects.

The scope of this study is to speculate whether is possible to build up management policies linked to a "sensitive perspective" able to mitigate vulnerabilities and territorial fragmentation, and to increase sustainability and resilience. By a theoretical approach and analyses of some UE and US territorial

development experiences, we discussed which strategies would be adaptable to Brazilian context in order to revert the usual territorial fragmentation found in the country.

Following the historical tracks of the “organistic” tradition that embrace thoughts of Geddes, Mumford, Olmstead and MacKaye, among others, and effective territorial management experiences as “greenway planning”, alternative mobility and the French “trame verte e bleue”, we propose to build a new contemporary territorial management rooted in a “sensitive” perspective.

The current Brazilian urban and regional space, as well the regional development in the country, have been pointed as a consequence of unfair social dynamics, historical conflicts of power between social and economic stakeholders and decades of neglect of the State on housing policies (MARICATO, 2001) and on transportation infrastructure development. In this context, the search for a coherent territorial approach also finds in Brazil obstacles in the political, administrative and fiscal autonomy of states and municipalities that hinders intergovernmental cooperation (NOGUEIRA e altri, 2014, p.178).

The territory of the watershed of the Itajaí-Açu River at southern Brazil gave us the opportunity to study a set of complex factors that have been driven the territorial development to spread without coherence and under weak control by the different administrative institutions.

The municipalities within the Itajaí-Açu River watershed’s territory had their spatial organization directed by the river, whose banks shelter most of the cities. In spite of many partnership trials, the Itajaí-Açu river valley territory keeps fragmented. Public-private partnerships, Municipal Political Associations and Watershed Board were not able to endow coherence to the region development. A row of deficiencies as a lack of political coordination among the municipalities and development strategies, ineffective mobility and communication infrastructure as well have been blocking the possibilities for a better integrated region.

Searching to bridge all those fragilities and encouraging strategies and policies direct to achieve a resilient and coherent territory, we put the river, the natural landscape, the biodiversity and “man-nature” relationship as key elements able to generate actions driven to support a multi-level socioeconomic regional structure strong enough to overcome territorial fragmentation and allow an effective economic flux throughout the region.

## 636 | POLITICAL ARENAS AND INSTITUTIONAL ARRANGEMENTS FOR FORMULATION OF REGIONAL DEVELOPMENT PROPOSALS IN BRAZIL: AN ANALYSIS OF CONTEMPORARY EXPERIENCES

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**ABSTRACT:** The present work has the purpose of analysing and discussing the relations between State planning, management and governance and its expressions in space. The Brazilian historical experience itself offers a very stimulating example for a reflection on different forms and scales of the exercise and cooperation between powers, on the part of a State, on a national territory.

As an empirical reference for issues of planning and governance, the work will investigate contemporary differences in the exercise of power and its articulations (cooperation / competition) in the territory induced by different constitutional, institutional, political and social arrangements. As contextualization for this debate, the presentation begins with the identification of Brazilian State’s alternate phases of centralization or authoritarianism (dictatorship) and decentralization (democratization) in different historical periods. The most recent democratizing phase - after 1988 - is characterized by the strengthening of political articulations within the State (municipality as a federative entity, cooperation between different levels) and between State and society and social manifestations itself that allow the emergence of political pressures and social mobilizations able to assert its interests in different State instances.

This recent phase of Brazilian history will be presented, debated and analysed by means of three experiences regarding different political agendas and cooperative formats of articulation between different institutions and constitutional levels. In order to do so and as a basis for comparing these experiences, we will use a methodology based on some analytical elements and its relationships. These elements relate, in a general manner, to characteristics of different forms of cooperation and power execution at different scales: the involvement of (i) political arenas and institutional arrangements; (ii) political and social agents and their agendas, and (iii) articulations within and between territorial scales. The resulting methodology

will be able to identify and compare the complex articulations between certain arenas and political and institutional articulations, in the sense of Offe, Jessop and other political scientists, and different forms of territorial arrangements that are base, reference or even product of those political articulations of planning and governance forms.

Because of the limitations of the present essay, we decided to emphasize here the analysis of different arenas and institutional arrangements that involved different political and social agents and their relation to power distribution and cooperation between scales and federative levels. These experiences are: (i) the complex process in formulating a second National Policy for Regional Development carried out by the Federal Government from 2012/13; (ii) the experiences of creating communitarian development councils in a particular Brazilian state up from a social base that were institutionalized only afterwards and (iii) the new organizational figure of public consortia, created in 2005/2007, whose constitution should permit planning and governance going beyond the local/municipal level, which gives rise to them.

At the end, the essay will provide a critical overview of the aforementioned experiences, which may indicate new opportunities for the production (institutionalization) of political and social spaces at different geographic scales and federative levels.

**SLOT T07.S01 | ROOM V1.12 | ISABEL RAPOSO | FA-ULISBOA**

## **84 | THE RIGHT TO THE CITY FOR REFUGEES AMID A EUROPEAN CRISIS: AN EXPLORATORY PERSPECTIVE.**

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**ABSTRACT:** The current refugee crisis became highly visible in 2015 when over one million people from Africa and Middle East crossed the European borders seeking to survive (UNHCR, 2015). Besides enhancing the image of the Mediterranean as a geographical and cultural barrier, European structural imbalances have become evident due to the financial-ideological rupture between northern and southern countries (Varoufakis, 2016) and, lastly, between the United Kingdom and the other 27 Member States of the European Union, under the Brexit. Furthermore, the pressure of terrorism and nationalist xenophobia in a continent unprepared to receive these populations and habits have increased (Žižek, 2016).

This presentation is based on an exploratory insight adopted within the scope of the research project INSEHRE 21 - Socio-spatial and housing inclusion of refugees in contemporary Europe: Lessons from the African diaspora in Portugal. Against this background, we identified that, by the end of 2015, Portugal had welcomed 699 refugees from 1354 asylum seekers (i.e. population of concern), contrasting with 316,115 individuals of the 749,309 requests addressed to Germany (UNHCR, 2016: 58-59), the European country with the pro-acceptance political flag, having great expression through that year. In a considerably reduced scale and with no border pressure, by 2018 Portugal intends to receive 10,000 refugees, approximately 13% of its present-day Portuguese-speaking African immigrants (SEF, 2015: 65-69).

The investigation INSEHRE 21 focuses on the process of socio-spatial and housing inclusion of African and Middle East refugees in contemporary Europe, with reference to the reception of Lusophone African communities in Portugal from 1975 until today, that is, after the independence of most of its former colonies. The purpose of this communication is, on the one hand, to present the theoretical-methodological references of the research and, on the other hand, from a critical standpoint, to systematise the state of the art related to the European global and local responses directed to the access of these immigrants, in need, to the different constituents of the Right to the City (Lefebvre, 2009).

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## **357 | NEW LOCAL PLANNING CHALLENGES: THE REFUGEE RECEPTION PROGRAM OF THE CITY OF LISBON (PMAR LX)**

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**ABSTRACT:** The migratory flows of recent years, with bigger incidence since 2015, with thousands of migrants and refugees trying to reach Europe via the Mediterranean, mostly from Syria, Iraq and Afghanistan, have raised growing concerns at the international and European agenda.

This refugee crisis is therefore a new challenge in local planning, having this paper, as its subject of study, one initiative developed by the Lisbon City Council (Portugal): the Refugee Reception Program of the City of Lisbon (PMAR Lx), that began in the end of 2015 and it's still on progress.

The "European Agenda on Migration", presented in 2015 by the European Commission (EC), reflects also this concern by proposing a system for the relocation of refugees in the several Member States, having the Portuguese Government announced the reception of 4,574 refugees and created the Workgroup for the European Agenda on Migration.

Following this announcement, the Lisbon City Council (CML) has committed itself to receive about 10% of the country's total refugees, that is, about 500 refugees resulting from the triage carried out in European refugee camps, namely of Italy and Greece.

According to the International Organization for Migration (IOM), the EU Relocation Program's situation is currently of 9,940 people in 23 countries - 7,286 from Greece and 2,654 from Italy - and Portugal is currently placed in 5th position in the European ranking of refugee relocation processes — with 781 relocated persons, 510 from Greece and 271 from Italy. Despite being a small country, Portugal has tried to make an effort on this particular matter, such as the City of Lisbon, which in fact has received more refugees, than countries like Bulgaria, Croatia, Czech Republic, Slovakia or Sweden.

Specifically, in response to this commitment, the Municipality implemented the Refugee Reception Program of the City of Lisbon (PMAR Lx), which aims to support, in three distinct phases, the Reception, the Follow-up and the Integration of refugees in the city of Lisbon.

In each of these phases there are nine areas of intervention, fundamental for the provision of two years of support in helping to build a new life project, namely: 1) Access to housing; 2) Access to health; 3) Access to education; 4) Language learning; 5) Access to food and clothing; 6) Access to professional qualification; 7) Validation of competencies; 8) Access to the labor market; and 9) Participation and community life.

In order to implement the PMAR Lx, a Temporary Shelter Center for Refugees (CATR) was inaugurated on 22 February 2016, with a maximum accommodation capacity of 24 people, as well as Temporary Autonomous Housing Program (RAHAT) comprising 10 private shared apartments, and several other integration tools — like health, education, employment and cultural specific programs — involving more than 80 local partners and institutions.

Thus, in the context of the AESOP 2017 Congress – Spaces of Dialog for Places of Dignity, the aim of this paper is to be more than a description of the implementation of PMAR Lx, but a portrait of a different approach on a local urban policy, that by establishing a dialogue between local stakeholders and people of different origins and cultures, seeks to ensure an integrated response capable of promoting the integration of refugees relocated in Portuguese society and particularly in the city of Lisbon.

## 456 | DEATHSCAPES AND DIVERSITY: PLANNING FOR MINORITIES' AND MIGRANTS' BODILY REMAINS, RITUAL AND REMEMBRANCE PRACTICE

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**ABSTRACT:** This paper introduces new research which investigates how the diverse practices of bodily disposal, mourning and remembrance found within the UK's multicultural society can be respected, enhanced and planned for. Issues around migration and the requirements of migrants are especially topical in contemporary UK and European contexts. However there is limited consideration of this in relation to death, dying, burial and mourning. To explore this, the research project will investigate policy, practice and preferences in four English/Welsh town with changing and diverse non-white British populations and covering a range of UK geographical regions. While sites of bodily disposal and practices of mourning and remembrance are universal, they are negotiated, practiced and ritualised in diverse ways within multicultural societies. Moreover, cemetery, crematoria and remembrance provision tends to be addressed on an ad hoc basis rather than integrated into local authority development plans. Increasing pressure for land combined with a lack of centralised management, contribute to a fragmented approach to planning for burial sites. Given the lack of systematic planning policy for this at national or local levels, we argue that diversity-ready sites are a necessary but currently neglected aspect of an inclusive and integrated multicultural society.



## 475 | NEGOTIATING DIVERSITY – IMMIGRANTS' SETTLEMENTS AND NEIGHBORHOOD CHANGES

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**ABSTRACT:** The recent and rapid influx of immigrants from Latin and Asian countries into the United States generates many diversified neighborhoods throughout the country (Singer 2004, Maly 2005). This phenomenon has created new social dynamics in the neighborhoods due to the differences among new and indigenous residents, and could eventually lead to one of the possible scenarios: conflict, disassociation or collaboration. How planners, policymakers and community organizers can create and maintain a diverse yet collaborative neighborhood is a central challenge, not only in the United States but also everywhere else in this globalized era. This paper investigates the new social relationships of the recent immigrants and indigenous residents in Greektown in Baltimore City, Maryland in the United States. This small and rather isolated neighborhood was once a European immigrant's enclave in an old industrial city and still maintains the original ethnic characteristics. However in the recent years, it is accepting Latino immigrants and now they consist of more than 30% of the total population. Moreover, in addition to the Latino immigrants, there are new market-rate housing projects in the periphery of the neighborhood that has brought new types of residents, mostly young and professionals who prefer living closer to the downtown area. In this neighborhood, those three racially, ethnically and socio-economically different groups are facing each other in their daily lives. They need to negotiate each other on various occasions in order to make their living environment desirable to them.

The fieldwork was conducted from 2012 to 2015 includes interviewing approximately 50 residents, participant observation and a survey. Some of the findings are:

- 1) Strong identification as immigrants or immigrants' descendants by Greek Americans may create room to accept new immigrants
- 2) The Greek Americans lease the vacant houses to Latino immigrants and become economically dependent upon each other
- 3) Third-generation Greek American's return to the neighborhood and bring new ideas of what an ethnic neighborhood could be
- 4) Latino immigrant's second generation, who speak English, may become the key persons to bridge the gap between different groups
- 5) The new residents, young and highly educated millennials, have an idea that diversity is good, which may help keeping the neighborhood diverse

In summary, the study finds that the culture, ideas, and experiences as a group and individuals resist and alter the direction of how the neighborhood changes under the pressure from structural, economic and political forces.

Although the conditions in Europe and other countries outside of the United States are different, the paper provide new tools to look at the ethnically, culturally and socioeconomically diverse neighborhood and present the implications to make the neighborhoods stay diverse yet collaborative, that is needed in this new era of immigration.

## 663 | THE CITY AS A PLACE FOR REFUGE AND JUSTICE? REFUGEE'S DECENTRALIZED RESETTLEMENT MODEL AND THE BORDERS WITHIN THE CITY. A PORTUGUESE CASE STUDY

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**ABSTRACT:** I propose to reflect about refugee dispersal model of settlement/relocation/reinstallation to further understanding the city as a socio-political space where competing discourses on values and ethics about hospitality, integration and multiculturalism are being constructed and disputed. To engage in this discussion is to take the urban as a pivotal space to think about borders within the city, and, consequently, to think about ideas of justice and ethics in the construction and deconstruction of the 'city-bordered-sanctuary'.

Since the beginning of the European refugee crisis much has been said about EU' borders and its externalization, mostly to other countries around the Mediterranean, but little has been said yet about borders within cities where refugees are being settled, relocated or resettled. I will focus on the Portuguese case, where a variety of national and local actors, including civil society, are set up to resettle and relocate refugees based on a model of decentralization, as in the joint work of the portuguese government, the UNHCR in Portugal, together with municipalities, the Portuguese Refugee Council, the Refugee Support Platform (PAR), among others. Dispersal policies enact a representation of the city and of its relation to refugees and asylum seekers. While dispersal is being presented by the Portuguese government and the national (and international) institutions planning and governing the country's share of the refugee crisis as a sensible response to integration, this remains relatively unchallenged within Portuguese academia and civil society. But since this model of dispersion is not new and has been put to practice in other European cities, it is important to visit assessments to this in the social sciences (Arnoldus et al., 2003; Hammar, 1993; Robinson 2003 e Wren 2003), to establish a common ground from which to learn, to evaluate and, eventually, to point future changes. In order to critically challenge this approach on refugees' integration in (and out of) the city and the ethic discourse supporting it, I revisit the ideas advanced by Darling (2010, 2011, 2013, 2014, 2016) about moral urbanism and the political geography of the city, aiming to bring the subject of forced migration to the core discussions about the informal nature of the urban (McFarlane, 2012; Fairbanks, 2011) and the right to the city (Lefevre, 1996; Harvey, 2008), in articulation with the autonomy of migration approach (Mezzadra, 2011).

Taking on this framework, not only I propose a reflection on the discourse(s) on ethics and justice behind asylum and city settlement of forced migrants, as well as I propose to sketch some ways to ethnographically tackle the strategic importance of the city for shaping new orders that can contest the power of...new transversal borderings (Sassen, 2013: 70).

## 1279 | IMMIGRANTS AS AGENTS OF URBAN TRANSFORMATION: TESTING NEW TYPOLOGIES AND NEW BRIDGES BETWEEN CONCEPTS AND EMPIRICISM

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**ABSTRACT:** Migrations are a key issue for the understanding of contemporary societies as well as urban transformations. International flows (causes, characteristics and movements) shape and change societies, in terms of demography, cultural diversity, economy and urban dynamics. An overview of contemporary international migration patterns show a significant number of economic and political migrants, but also international students, artists, sun-seekers or hybrid situations (combining second home and residential tourism) as well as international fluxes of investors and entrepreneurs in sectors such as retail or real estate. Within complex and flexible mobility patterns, the presence of migrants acquires special relevance in the context of valuing the rental market and the real estate business. This is evidenced by institutional discourses and policies that defend the capture of capital gains associated with migration (attracting skilled migrants or others associated with economic investments, including the purchase of real estate property). In addition, the presence of immigrants and their housing needs contribute to the ethnic diversification of cities and the reconfiguration of the urban landscape. In this paper, I will debate overlaps between different types of a) immigrants; b) foreigners; c) city-users; and d) investors, considering their housing needs and other urban specificities as key elements in the processes of city transformation. I will also reflect on the limitations and scarcity of migration data as well as on different conceptualizations of migration categories, with the specific purpose of understanding the role of diverse migrants and foreigners as agents of urban transformation. This is part of a research project that studies both the way immigrants are affected by gentrification and their role in the emergence and development of such process. The study focuses on the Portuguese context, where the most cited gentrified neighbourhoods have also been traditionally recognized as entrance gates and/or as meeting places for immigrant populations. These gentrified neighbourhoods may be attracting new groups of immigrants, and it is the conjunction of the two processes the research focusses on.

Drawing from existing literature and policy on migration and urban transformations, I aim to conceptualize contemporary migration patterns as key to such urban transformation processes and place developing concepts of immigration within present debates on gentrification.

## SLOT T08.S01 | ROOM V1.14 | PANTOLEON SKAYANNIS | UNIVERSITY OF THESSALY

### 71 | EVALUATING REFORMS OF FEDERALISM AND THE SPENDING AND REVENUE SHARING SYSTEM

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**ABSTRACT:** Many countries in Europe face numerous challenges with respect to reforming their system of fiscal relations between different levels of government. Germany and Switzerland have tried in recent years to draft new frameworks for fiscal federalism by designing new regulations regarding the responsibility of government tasks, revenues and spending of the different levels of government. Both countries differentiate between the federal, the regional (cantonal) and local level of decision making. For planning, the system of fiscal relations is paramount for estimating costs, benefits, efficiency and distributional effects of spatial development including infrastructure and regional programs.

In Austria, larger reforms have not taken place, though, have been discussed and asked for during the last decades. Instead of substantial reforms, incremental changes have moved towards some simplifications of fiscal relations while at the same time leaving the manifold untransparent transfer systems unaltered. Recently, new steps have been undertaken to reform the law on the spending and revenue sharing system.

Evaluating the changes brought about by the reforms of fiscal relations is not straight-forward. The spending and revenue sharing system fulfills many different tasks, and rests on numerous political aims and objectives. For instance, one aim is to distribute tax revenues according to the territorial sources of revenues in order that e.g. local government may fulfill their public tasks. While this aim is certainly built upon a certain understanding of efficiency, equity and justice between jurisdictions (e.g. spatial disparities) should also be taken into account. Therefore, the aim of efficiency is overlapping with distributional objectives. This may finally result in a completely untransparent system in which policy makers are not anymore able to make informed decisions in terms of achieving their goals (e.g. provision of public goods and services; funding of activities of poor municipalities).

The current paper presents a framework for evaluating the direction in which fiscal federalism reforms develop the whole system; while we cannot judge whether a certain spending and revenue sharing system is per se efficient, we present a concept of different efficiency and distribution criteria (indicators) with which we can evaluate whether a certain reform might rather lead to a transparent and more effective direction. By the Austrian example, we can show that the current reform takes two steps in the 'right' direction while at the same time consuming some efficiency gains by taking one step back by introducing even more complex regulations.

### 149 | OVERCOMING RESOURCE SCARCITY BY IMPLEMENTING STRATEGIC PLANS THROUGH PROJECTS: A LUXURY OR A NECESSITY FOR URBAN REGIONS?

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**ABSTRACT:** Urban regions are currently encountering a myriad of challenges. These challenges range from the provision of a varied and efficient transportation network, to affordable housing, to green infrastructure. These challenges unfold in a context of limited financial, human, infrastructural, land and ecological resources. The co-chairs of this track argue that regional planning could contribute to decision-making on how scarce resources can be efficiently used at the regional scale. In this paper, we move forward on this argument by exploring the practical linkage between the implementation of plans through projects and the management of scarce resources. This approach is supported by the preliminary findings

of the CONCUR project, which is aimed at clarifying how strategic planning contributes to the development of urban regions. The earliest results of this project support our hypothesis of departure, that is, that urban regions, in a scenario of limited resources, have been implementing strategic regional plans through area-specific projects. Taking this hypothesis as a starting point, the paper aims to shed light on the following research question: is the implementation of strategic regional plans through projects a surplus methodology or a much-needed fast-track planning *modus operandi* so that urban regions can actually make things happen on the ground in times of scarce resources? This paper's theoretical exploration is developed by drawing upon the analysis of 42 in-depth interviews with the planners responsible for compiling the strategic regional plans of 14 European urban regions: Barcelona (Spain), Cardiff (UK), Copenhagen (Denmark), Dublin (Ireland), Edinburgh (UK), Hamburg (Germany), Hannover (Germany), Helsinki (Finland), Lyon (France), Milan (Italy), Oslo (Norway), Stockholm (Sweden), Stuttgart (Germany) and Vienna (Austria). These urban regions have been selected for two main reasons: (i) they represent different planning systems, which is key to generalization; (ii) they have just published, or are about to publish, their strategic plans. The earliest results of these interviews reveal that these urban regions have been implementing strategic regional plans through several projects. This approach is, according to the interviewees, attributable to limited human and financial resources. Examples of such projects include the repurposing of outdated harbour facilities (e.g., Dublin; Oslo), industrial areas (e.g., Hannover; Helsinki) or railway installations (e.g., Vienna), the development of new transportation networks (e.g., Stuttgart) and new social housing developments (e.g., Lyon). These projects are often supported by funding schemes from entities at supranational (e.g., the European Union), supraregional (e.g., central state) or supralocal (e.g., regional agencies) levels. These projects are co-developed by a wide range of territorial governance structures (e.g., regional entities, municipalities, NGOs, developers, civic society). The interviewees also recognize that such context-specific projects can act as catalysts for effective structural, socio-spatial and spatial-economic transformation, as they intervene in the spatial and social context in a concrete way. This paper contributes to the discussion this conference-track aims to underscore by exploring whether urban regions, both in Europe and beyond, have been implementing plans through projects due to a lack of resources, or if other reasons are at stake.

## 740 | ANALYSIS OF CALIFORNIA'S INDUSTRIAL ECOSYSTEM: STRATEGIES FOR INCREASING COMPETITIVENESS OF THE MANUFACTURING SECTOR

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**ABSTRACT:** California leads the nation as the number one state for manufacturing since 1977. From late 1960s to the late 1990s, the nation's manufacturing employment held steady at 17 to 18 million. In the last decade, however, the nation lost 30% of its workforce, down from 17.1 million in 2001 to 11.9 million in 2013. During the same time period, California lost 33% of its industrial base, down from 1.86 million to 1.24 million. Gains in productivity alone cannot be blamed for job losses in manufacturing. In this research paper, we conduct a detailed assessment of California's industrial ecosystem and analyze national and state trends in manufacturing, identify regional industrial specialization in terms of geography, industry clusters, and workforce, and share survey findings of manufacturing employers with a discussion on industry strengths, weaknesses, opportunities, and threats. Based on the analysis and findings, including interviews and surveys, and a review of the national policy environment, we present strategies for increasing competitiveness of California's manufacturing sector.

The Obama administration made a big push to bring advanced manufacturing back to the U.S. as evidenced by two new initiatives—Investing in Manufacturing Communities Partnership and the National Network for Manufacturing Innovation—encouraging communities to develop economic development strategies to strengthen their competitive edge for attracting global manufacturers and supply chain investments and providing manufacturing research infrastructure where U.S. industry and academia collaborate to solve industry-relevant problems.

As a methodology, we review literature including best practice models for improving collaboration between industry, universities, and research institutions; collect and analyze industry, wage, and occupational outlook data; and conduct surveys and expert interviews. Manufacturing has undergone a major transformation and we observe three major trends: (i) increased productivity, (ii) shift from low-technology to high-technology manufacturing, and (iii) the need for a highly skilled workforce. Our analysis of California's leading manufacturing clusters—aerospace and defense, biotechnology, and computer and electronics—reveals that these sectors pay comparatively higher wages and have a large multiplier effect on the regional economy. Our survey findings suggest that factors inhibiting California's ability to compete

include and are not limited to complex regulatory environment, tax policies, global competition from low-cost economies and consequent outsourcing/offshoring of manufacturing jobs, and shortage of skilled production workers.

We contend that in order to compete globally in manufacturing, California must continue to innovate and differentiate, i.e., develop new and better products than the competition, and export competitively worldwide. Consistent with the Presidential initiatives, we recommend enabling innovation by establishing public-private R&D infrastructure to support innovation at different stages of maturity. Second, we recommend developing a pipeline of skilled and trained workforce by incentivizing private investments to fund a system of nationally recognized, portable, and stackable skill certifications. And lastly, California has to improve its business climate by streamlining regulations, increasing access to capital, improving information flows, and using tax incentives to foster manufacturing investments.

## 852 | SPATIAL PATTERN ANALYSIS OF MIXED-USE AND VERTICALIZED URBAN MANUFACTURING INDUSTRY IN THE SEOUL METROPOLITAN AREA, SOUTH KOREA

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**ABSTRACT:** Despite long-term job losses, manufacturing remains a critical part of the economic base in most metropolitan areas in South Korea. Most of the existing literature on urban manufacturing has focused on location of manufacturing and its economic impacts. However, little empirical research has been conducted on the spatial patterns of urban manufacturing industries which are characterized by mixed-use and verticalization within the urban areas. Using the Establishment Census Development Elevation Spatial Database in 2013 from the Korean National Statistical Office, this study examined mixed-use patterns of urban manufacturing industry in the Seoul metropolitan area, South Korea. It calculated urban industrial space mixed-use index, which is a modified Entropy Index, for each building unit based on individual establishment areas. The spatial analysis showed that establishments in knowledge-based industry sectors –including electronic components, computers, video, sound and communication equipment manufacturing and medical, precision, optics and watch manufacturing, chemical and chemical products manufacturing industry –have a relatively higher mixed-use index, indicating that those establishments tend to cluster across industries within an urban building space. In addition, the spatial analysis showed that the mixed-use index is higher in the industrial park areas than in non-industrial park areas on the average. This study also examined the verticalization patterns of urban industry. The spatial analysis showed that the average number of floors in knowledge-based industry sectors are relatively higher than in other industry sectors. The degree of density and verticalization is higher in industrial parks than in non-industrial parks. Based on these findings, this study discussed several policy implications for urban industrial location, including consolidation of zoning, reorganization of the support system, mitigation of floor area ratio, and permission of urban high-tech industrial parks in the Seoul metropolitan area.

## 929 | THE EFFECTS OF ENTREPRENEURIAL ACTIVITIES ON EMPLOYMENT CREATION ACROSS THE 26 NUTS II REGIONS OF TURKEY

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**ABSTRACT:** Entrepreneurship is widely accepted as a crucial source for regional economic development and employment creation. The mainstream literature of the entrepreneurship points out that entrepreneurship plays a key role in the generation of new jobs, creation of new employment, innovations, and dissemination of new knowledge that ultimately lead to economic development and growth. Increasing evidence on the positive contribution of entrepreneurship on regional economic development and employment creation has led researchers and policy makers to pay a particular attention on this relationship. In that sense, in recent decades, entrepreneurship has been new phenomena in regional science and economic development theories as well as in various different policy documents. A number of



theoretical and empirical studies indicate that countries or regions with greater level of (high quality) entrepreneurship are expected to have higher level of economic and employment growth.

Within this framework, this paper aims to investigate the association between entrepreneurship and regional employment creation at 26 NUTS II regions of Turkey, for the periods: 1990-2000 and 2004-2014. This paper especially focuses on the long-term effects of new firm formation on employment growth in NUTS-II regions of Turkey. It is hypothesized that the employment contribution of new business formation does not emerge only for the short-term period, but also takes place in the long-term period. Besides, it is expected that the long-term employment contribution of entrepreneurship is stronger than its short-term contribution. The results indicate that new firm formation has positively affected employment growth both in short-term and long-term periods. In addition, as expected, the long-term employment contribution of new firm formation is stronger than its short-term contribution. The results also show that while regional employment growth is significantly and positively associated with population density in the first period (1990-2000), it has both positive and negative relationships with population density in the second period (2004-2014). All these results imply that economic growth and employment growth rates are expected to be low in regions where entrepreneurship is scarce.

**KEYWORDS:** Entrepreneurship, Employment-Creation, Population Density

## 1014 | PRIORITIZATION OF THE LOCAL ECONOMIC DEVELOPMENT FACTORS: TR41 AND TRC1 NUTS II REGIONS IN TURKEY

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**ABSTRACT:** The aim of this paper is to evaluate how local economic development (LED) factors are perceived and prioritized by the actors of central government and local authorities in TR41 and TRC1 NUTS II regions in Turkey which have different socio-economic development levels. Local economic development practices that can be traced back to the 1960's, while initially come into prominence in certain areas, has spread rapidly around the world due to globalization (Pike and others, 2006). Not every country could have benefit from the large-scale yields that globalization can bring. As a result of the global policies, inequalities between regions with different social and economic structures have been increased. As a result of increasing inequality and uneven distribution of the growth, regions need 'bottom-up' approach rather than 'top-down' approach (Rodriguez-Pose, 2001). In other words, need of coping with the problems that globalization brings, has accelerated the spread of local economic development approach.

There is still no definitive list of the factors which are critical for local economic development in literature (Steiner, 1990). These local economic development factors which were determined as a result of an extensive literature review and are indicators agreed upon in scientific studies were developed by Wong (1998). The research which aims to evaluate how local economic development factors are perceived and prioritized by the actors of central government and local authorities has two case areas; TR41 and TRC1 NUTS II regions which have been determined with secondary data considering their different socio-economical development levels and consists of two-stage evaluation approach. At the first stage of the research, secondary data for the sampling regions has been objectively compiled and assessed. For the second stage of the research, an online questionnaire was sent to 182 actors of different organizational structures and asked them to rank LED factors according to their importance in local level. The respond rate was over %50. Surveys answered by the actors of different organizational structures form the primary data was measured by different quantitative methods and mean ranking to test regional and institutional differences. To test regional and institutional differences, non-parametric Mann-Whitney U and Kruskal-Wallis tests measuring whether the samples come from the same distribution were used.

As a result of objective and subjective evaluations, prioritization of local economic development factors determined after an extensive literature review, agreed upon in scientific studies and developed by Wong, differs in TR41 and TRC1 NUTS II regions that have different socio-economic development levels. As well as regional and institutional evaluations, provinces of Bursa, Eskişehir and Bilecik in TR41 NUTS II region and provinces of Gaziantep, Adiyaman and Kilis in TRC1 NUTS II region stand out with their local potentials and dynamics.

For conclusion, local economic development and linked basic factors change according to the level of socio-economic development and the local government structures. In addition to taking into consideration the central government's development axes and visions, local governments which adopted a multi-



actored, multi-leveled and 'bottom-up' approach, are expected to be more successful in local economic development by making more effective policies considering local potentials.

**SLOT T09.S03 | ROOM V1.15 | PAULO CORREIA | ULISBOA**

## **163 | GEOGRAPHIES OF EUROPEAN (DIS)INTEGRATION**

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**ABSTRACT:** Recently, some of the most iconic manifestations of the European integration have shaken. On the one hand, the reintroduction of border controls in the Schengen area questions the free movement of goods, people and services, thus fundamentally changing the perception and signification of inner-European borders. On the other hand, the referendum on Brexit has challenged the postulate of the ever-closer union. We understand these as being symptomatic to a broader questioning, that relates to the extent and significance of the European integration process.

Several schools of thoughts have emerged within the last decades in political science and law to theorise European integration, among which neo-functionalism, intergovernmentalism and Europeanization are only few. Following the rejection of the Constitutional Treaty in 2005 in France and the Netherlands, these disciplines have mirrored their reflexions on integration by conceptualising disintegration, suggesting several ways to empirically investigate it.

From a geographical point of view, the first reflections on spatial integration date back to the debates on the ESDP in 1990s which however faded away in 2000s and 2010s while research focussed more substantially on European spatial patterns and more recently territorial cohesion. Against this background, we explore contemporary geographies of spatial integration and disintegration, and we reflect on the question how to measure it.

To do so, this explorative contribution firstly undertakes an interdisciplinary literature review investigating how geography, political science and law reflect upon the concepts of (dis)integration. This review is then used as a basis to operationalise an empirical framework in capacity to grasp key aspects entangling (dis)integration. This framework is operationalised in three case studies spread all over the EU exemplifying archetypal spatial patterns of integration. These reflect upon three hypotheses: 1) integration as convergence, 2) integration as polarisation, 3) integration as status quo. This explorative contribution will conclude with a tentative definition of spatial (dis)integration that can be used for further research.

## **164 | PLACE-BASED APPROACH AND SOFT SPACE IN THE EU TERRITORIAL DEVELOPMENT CONTEXT: ATTEMPT OF A COMPARISON**

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**ABSTRACT:** The ambition of this contribution is to grasp the significance of the place-based approach and of soft space in the European territorial development context. Since the 2010s, they contribute to shape the EU regional policy. The recent paradigm shift in the EU 2014-2020 cohesion policy emerged from the Barca report (2009) promoting the place-based approach. The concept of soft space retained by Allmendinger and Haughton (2009) to analyse the Thames Gateway (UK) was used to study macro-regional strategies (e.g. Baltic sea, Danube region). Soft space and place-based approach differ not only in their nature and backgrounds, but also in their respective ambitions and underlying assumptions. They however also share similarities: the emphasis on multi-level governance involving civil society and private actors, the attempt to reconcile the legal 'fix' perimeter with functional or fuzzy areas, the prominence of cross-sectoral strategies and the attempt of political engagement to get things done. Based on a literature review and a literature analysis, this paper undertakes a conceptual and empirical comparison in the attempt to uncover key features of territorial governance in the EU. Beyond their respective background and ambition, place-based approach and soft space convey and implement similar principles and values for territorial governance. Their similarities reveal the attempt to adapt territorial governance patterns to

spatial patterns emerging vertically (e.g. metropolitan context) and horizontally (e.g. cross-border, transnational).

## 198 | THE AMBIVALENT EFFECTS OF CROSS-BORDER INTEGRATION ON SPACE AND THE NEED FOR MORE RESILIENT PLANNING STRATEGIES. THE EXAMPLE OF THE GREATER REGION

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**ABSTRACT:** The market-driven cross-border integration which boosts flows of people and goods seems to be an almost unquestioned policy paradigm supported by the EU regional policy. It follows the postulate that rising economic flows are drivers of stability, prosperity and territorial unity. Indeed, the debordering process as created a lot of opportunities for people living in Border regions, and the sharp increase of flows beyond borders can be seen as a proof that transborder regions are becoming more and more a reality in the life of a lot of individuals. However, the increase of scepticism with regard to the Europeanization process, as well as tangible signs of a rebordering tend to nuance the postulate that “more flows bring more cohesion” and should call for a more critical look on the cross-border integration process and its effects. It is especially crucial that spatial planners, who are involved in the elaboration of numerous territorial strategies at the cross-border scale, consider the ambivalence of the effects of cross-border interactions on space and on societies.

The aim of this paper based on the example of the Greater Region (which includes the Grand-Duchy of Luxembourg, the Walloon Region, the Saarland and Rhineland-Palatinate Länder in Germany, and the Lorraine Region in France) is first to highlight the almost unexplored effects of cross-border interactions on the differentiation of the functional use of space, on social fragmentation, and on the increase of the distance in home-to-work daily mobility.

Second, it will present the content of the cross-border territorial strategy which is currently being elaborated between the five territories, and show that it aims at accompanying the increase of cross-border interactions at any cost, including at the expense of the territorial cohesion paradigm defended by the EU.

In order to do so, we will mobilize three types of information. At first, the EUROBAROMETER 422 survey will be mobilized to depict the perceptions of people who live in the border regions of the case-study towards their neighbours. It will be shown that there is a strong asymmetry between these perceptions, and this finding in itself tends to show that the postulate which underpins the EU territorial cooperation policy is far from being verified, at least in this case-study. Secondly, statistical data on the spatial distribution of employment and population will be used to show the strong tendency of a functional specialization of space, characterized by a concentration of employment in Luxembourg and by a residential attractiveness of the bordering regions in France, Belgium and Germany which tend to become residential suburban extensions of the cross-border functional region of Luxembourg. Thirdly, we will use our experience as moderators of the cross-border territorial strategy to depict the resolutions that have already been taken, and which seem to neglect the negative externalities created by the cross-border integration process.

## 356 | THE UNDERESTIMATED RELATION OF PLANNING AND GOVERNANCE – INTRODUCTION TO A COMPLEX COHESION FOCUSED CROSS-BORDER PLANNING AND GOVERNANCE APPROACH

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**ABSTRACT:** The concept of territorial cohesion is still crucial in the terms of the theory of European planning. But the aim of territorial cohesion can only be achieved by the effective integrated development

of the (internal) peripheral border areas – which is not exactly the living practice yet. To better serve territorial continuity and connection there are some innovative instruments for planners and policy-makers.

The study demonstrates the position of border regions within the framework of EU development policies and it reflects to the transnational needs of border areas regarding their special planning and governance needs. Through some fresh case study examples implemented by CESCO (Central European Service for Cross-border Initiatives; a Central-European think and do tank of cross-border and transnational cooperation) it will highlight the special relation and interdependence of planning and governance in border regions. It will provide a description of a special cohesion focused cross-border spatial planning methodology, which reveals the policy-driven opportunities and threats of (internal) European Union borderlands; and it will also show some possible best practices regarding the issues of governance in such cases.

On the one hand the paper aims to add something conceptual to this debate through the introduction of possible theoretical understandings approaches and even methodologies, but it also tries to reveal some concrete best practices and results from the field. The backbone of the case studies will refer to the EGTCs operating on the Hungarian–Slovak border. This way we will have a living picture about the multi-level governance nature of cross-border planning and development.

As a result, the study also confirms how this complex cohesion focused planning and governance approach could contribute to the recent European space making process and the planning discourse itself.

**KEYWORDS:** transnational cooperation; cross-border planning; cross-border governance; territorial cohesion; EGTC; cohesion analysis

## 379 | THE ROLE OF ARTS FESTIVALS IN THE EUROMETROPOLIS LILLE-KORTRIJK-TOURNAI: BRIDGING GAPS IN THE FRENCH-BELGIAN CROSS-BORDER METROPOLIS

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**ABSTRACT:** The 21st century is when the globalisation of capital has found, as of now, its pinnacle. According to Saskia Sassen (2010), this phenomenon has been responsible for the destabilisation of past scale hierarchies, previously almost totally centred at the national level, depicted by the national Estate figure. The proliferation of multinational capitalist organisations with their structures based on a network of branches spread across the globe with its strategic functions concentrated in a unique place (or in just a few places) contribute to the complexity of the world's multiscale configuration. This dynamic that involves the global capital puts under scrutiny the national sphere's autonomy and centrality. Hence, other forms of spatial scales may rise to a more prominent role, such as the subnational (cities, regions), cross-border regions that include two or more subnational units, and supranational entities, like global electronic markets and free trade zones (SASSEN, 2010).

That's the case of Eurometropolis Lille-Kortrijk-Tournai – ELKT (founded in 2008), which spans across the French-Belgian border and have been introduced in the global capital market through regional level politics, in a logic that's concomitantly transnational and subnational. In order to overturn the economic fortunes of a highly-deprived region, this Eurometropolis seeks to benefit from an extremely strategic position in Europe's geography to put itself in the spotlight for the big international private capital and investments. Thus, ELKT's transnational governing committee has decided to make use of territorial marketing tools to promote the cross-border metropolis, investing in big cultural events and the subsequent reinvention of the region's image: from a deprived and charmless former industrial site into a new cultural bustling hub, open to creative and fresh talents. The idea behind such course of action is that the region must portray an attractive image for the foreign investors amid a 'locational war', boosted by this new hierarchy of scales, against other subnational and transnational entities. Nevertheless, the strategies for this territorial marketing vary according to the position the city occupies in the global context. Cities with local or regional influence, like Lille – and by extension – the ELKT, need a more aggressive marketing approach so the range of its economic activities can be expanded. Erick Braun (2008) states that it's a tendency that cities with industrial backgrounds start to delve into territorial marketing tools in their quest for changing their image, both inwards (in the eyes of its own population) and outwards (for the investors). Since 2004 Lille has been exploring this sort of experience. It has intensified after the formation of the ELKT in 2008, with an annual transnational arts festival called NEXT taking place in both sides of the

border. The main goal of this initiative is to rework the image of the entire region that compounds the Eurometropolis and build a feeling of pride and attachment in their 2,1 million inhabitants over the fact that the 'industrial stigma' is now long gone and that they're embracing a thriving future based on arts and other dynamic related activities. Thus, the main goal of this paper is to debate the role of identity, image, culture and place attachment as a trigger for a transnational economic project such as the ELKT.

## 792 | CROSS BORDER COOPERATION IN WESTERN BALKANS- A COMPARATIVE ANALYSIS OF CROSS BORDER EXPERIENCES BETWEEN ALBANIA-KOSOVO AND ALBANIA-GREECE

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**ABSTRACT:** The instrument for pre-accession assistance (IPA) is one of the main supporting tools for countries aspiring to join the EU. IPA II 2014-2020 programme strategy was approved and supports primarily Western-Balkan Countries in cross-cutting areas in order to prepare for EU-accession. As part of the strategy, territorial cooperation is also supported. Cross-border cooperation in the area is one of the main strands of territorial cooperation where different programs between the countries have been set.

This paper investigates through a comparative analysis the experience of cross-border cooperation between Albania and Kosovo and Albania-Greece. The analysis spans not only at the analysis of the relative different projects and the ability of countries to make use of the program, but also looks at different and emerging themes in terms of cross border planning and governance.

The analysis will delve into the first programming period 2007-2013 as well as the activities that have been held during the new programming period. The choice of the two different programs comes due to their distinctive characteristics, where on the one side one can find an EU member (Greece) cooperating with a non-EU member (Albania) and on the other side two non-EU states which have the same language, as well as Kosovo being a particular case study of state formation. The Albania-Kosovo case study is important to analyze also due to current development and cooperation between the two governments. So far, there have been two inter-governmental meetings between Albania and Kosovo to foster partnerships and greater collaboration between the two countries. Thus, it becomes very interesting to analyze whether the increase in cooperation between the two states is also reflected in the territorial cooperation programs, as well as their performance in terms of cross border cooperation. After the analysis of the two cross-border cooperation programs, the authors aims to offer recommendations in terms of new initiatives on cross-border planning and transnational planning.

The analysis will be based on a performance analysis of the two different programs through literature review and content analysis of the reports and projects. In addition, interviews will be used to support the study. As part of interviews, actors from different agencies (governmental) and other organizations will be taken in consideration in order to offer a greater insight on the topic.

**SLOT T10.S03 | ROOM V1.16 | DIOGO MATEUS | ULHT**

## **587 | PROPERTY DEVELOPMENT AND CITIZEN INVOLVEMENT IN URBAN REGENERATION: AND NEVER THE TWAIN SHALL MEET?**

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**ABSTRACT:** In a context of restrictions on public spendings and of increased uncertainty surrounding private investment, citizen initiatives seem to offer new ways to regenerate run down parts of cities. Such initiatives are sometimes presented as alternatives, or even opposed to urban regeneration through private property development. They are considered to promote a more socially inclusive and environmentally sustainable development than that proposed in projects that rely on private investors (Deakin and Allwinkle, 2007). Even though this is confirmed in a number of cases, it seems unlikely that the regeneration of the existing urban fabric can rely entirely on such initiatives. The attraction of private investment remains a cornerstone of successful regeneration. This text explores the question whether citizen initiatives and citizen involvement in urban regeneration can be articulated with private investment in order to regenerate parts of the city that are in first instance not considered attractive by private investors. In order to do so, the text focuses on the risk-reward profile of urban regeneration projects. It assumes that by reducing uncertainties that surround urban regeneration, citizen initiatives can influence this profile and thus the investment decisions of private investors (cf. Adisson, 2017; Boonstra and Boelens, 2011). This should allow citizens to directly influence the objectives and the contents of urban regeneration, and to contribute to the success of projects aiming at requalifying run down parts of the city. Without denying the interest of projects that are entirely initiated and led by citizens, this might inform us about the way in which citizens might gain more leverage towards private actors.

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## **593 | COLLABORATIVE HOUSING SHAPING NEW FORMS OF URBAN REGENERATION: AN ITALIAN APPROACH, THE CITY OF TURIN**

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**ABSTRACT:** The concept of collaborative housing encompasses various perspectives on the housing issue: from the scale of single architectural project to the broad neighbourhood dimension, involving different actors and networks and with a specific attention towards social capital and the role of the community.

The main research question of this paper is whether a collaborative housing development has an effect on the larger neighbourhood. The aim is addressing the topic focusing on the urban regeneration/revitalisation effect, in order to understand if collaborative housing can be an aid against social exclusion and marginalisation related to housing distress. Therefore, the author intends to investigate whether the development of collaborative housing can be a mean to increase social cohesion and strengthen community involvement.



The Italian case study can contribute to an international comparison: Italy constitutes a particular territorial context in Europe due to the scarce investment on public housing and the irregular attention of national governments and national policies on the social housing sector. This case allows to discuss the topic in a historical and place-specific perspective.

The practices developed in Turin, a metropolitan city in the North-West of Italy, show a comprehensive approach to the housing issue. In Turin public and private local stakeholders promoted a general frame of actions to deal with social exclusion and marginalisation related to housing distress. The city's approach indicates that collaborative housing can promote new forms of intervention in the urban contexts.

The city of Turin is also a national well-known pilot case for urban regeneration practices, strategic planning and integrated approach to urban problems. In the past decades the local government has fostered the debate and the development of innovative practices to tackle social and economic challenges: the city had to deal with the post-industrial phase, re-inventing its identity, image and vision for the future and managing socio-economic inequalities. Therefore, the theoretical framework implies the reflection on the national housing policies and the path-dependent dynamics taking place in the country and in the local case study.

The variety of housing practices established in Turin shapes a broad scenario of different tools and mechanisms to reach various forms of housing distress and social inequalities. The analysis of these practices contributes to the reflection on typologies, actors and residents involvement, values and tenures. These forms of collaborative housing are linked to their future challenges: financial and temporal sustainability in the long term, the relation with the other welfare sectors, and the role of private actors.

## 615 | INNOVATION MANAGEMENT TECHNOLOGY STANDARDS AS A TOOL FOR PARTICIPATORY STRATEGIES IN URBAN REGENERATION OF PREFABRICATED HOUSING ESTATES

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**ABSTRACT:** The central goal of the project is to investigate the living environment of low quality in residential areas in the cities, which mutually need improvement and regeneration in the scope of future sustainable urban development. The most problematic questions are being raised during the last decades about the marginal and post-socialist prefabricated housing estates built during the 1950-80s in EU. However, the inhabitants as core users of these housing areas are not fully participating in the development initiatives for revitalization on one hand, and have not been given due attention by the city to express their needs and expectations on the other hand. The main documents which contextualize the research are EU Urban Agenda and, especially, the New Urban Agenda by United Nations Conference on Housing and Sustainable Urban Development (Habitat III), which give value to the citizens; recognize the importance and prioritize their participation in the city development, urban regeneration. The research is focused on the development of interoperable connections between urban environment of low livability and the inhabitant through participation strategies, understanding the role of innovation (regenerative and participative) for efficient public participation. It is considered to narrow this focus to Poland as the case study country because Poland is one of the countries in Central Europe, which received post-socialist prefabricated large housing estates built between 1960 and 1990 with population of over 8 million people, flats in large housing estates are estimated as 35% of the overall number of dwellings in Poland.

In the context of the above documents by European Commission and Habitat III the research objectives are summarized in the following layers of the research: (a) prefabricated housing Estates and social housing policies; (b) development of public participation in urban development (regeneration of residential areas) in the frame work of European Standards. These correlated layers are directed to achieve the main research hypothesis: (a) the retrieved matrix of indicators of living environment of prefabricated large housing estates and societal needs of inhabitants sets the core in regeneration program; (b) the interoperability of European Standard CEN/TS 16555-1:2013 (Innovation Management) and participatory strategies in urban sustainable development envisages an innovative linkage element between urban regeneration project management and participatory process. This becomes especially important at the time, when R&D&I European Standards as national standards in Poland have not been adopted yet. The research comprises collaboration with Portugal (CIAUD, FA ULisboa) in the scope of participatory strategies for urban development as one of the countries which also has not implemented these standards

by now. In the fall 2016 this research project was submitted to POLONEZ, that is the National Science Centre (Poland) fellowship program, co-funded from the EU H2020 Marie Skłodowska-Curie Actions.

The use of the transdisciplinary approach in correlated urban categories 'city – inhabitant – knowledge&innovation' expects impact on the mechanism for improvement of the level of living environment in the cities and human settlements, their smart sustainable development for the societal benefit, which are among the Europe 2020 targets and priorities.

## 720 | THE GOVERNANCE OF SELF-BUILD HOUSING IN THE NETHERLANDS

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**ABSTRACT:** Citizen participation in the production of housing has been subject to growing attention of urban policy-makers and academics alike. It is believed that participative practices in relation to the production of housing may contribute to sustainable development and social cohesion. In the Netherlands, a surge of innovative policy programs has sought to encourage the share of self-build housing, which defined as the practice by which people individually or collectively produce their own housing and neighborhood facilities. The national government has actively promoted self-build through financial incentives and has introduced new land-use tools that municipalities may utilize to increase self-build. Policymakers believe self-build responds better to the demands of the 21st century housing market, where quality rather than quantity is defining. Ideologically, the policy push seems related to deregulation and decentralization in the spatial planning realm. Nevertheless, despite the emphasis on the promotion of self-build, its share remains limited, having even decreased has from 16% in 2000 to 12% in 2014. At the core of this discrepancy between ambitions and results lies the dilemma between government regulation on the one hand and the potential of self-regulation on the other hand.

Planning, particularly so in the Netherlands, is characterized by a belief that social life is controllable by specific and direct rules. Dutch housing and planning policy have been marked by decades of government intervention, contributing to an institutional context defined by restrictive land and building regulations. Housing construction has been largely the work of consortia of municipalities, housing corporations and large project developers. These have delivered vast volumes of standardized housing at concentrated localities. In contrast to neighboring countries there has been little space for people to produce their own housing. The small share of selfbuild consists mainly of larger houses produced by individual households with ample capital at their disposal.

This paper scrutinizes the governance of self-build housing in the Netherlands through a regime analysis of policy programs and legal arrangements. It seeks to scrutinize how institutional dynamics affect practices of self-build housing, which is crucial to understand how self-build housing may be integrated into the mainstream housing provision systems. Though selfbuild is put as a 'spontaneous' process, the state's active role in setting a legal framework and providing financial certainty seems to be instrumental for selfbuild to flourish in the Dutch context. Local success-stories of selfbuild housing, such as Almere's Homeruskwartier, appear to have thrived, particularly because of a proactive municipality that gives legal and financial certainty. In daily practice, planners and policy-makers appear to struggle with the uncertainty of self-regulated approaches to housing provision.

## 987 | ZONING IN GERMANY AND BELGIUM PROVIDING A FRAMEWORK FOR SELF-BUILT HOUSING – LESSONS TO LEARN FOR HOUSING DEVELOPMENT IN ENGLAND?

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**ABSTRACT:** Starting point for this paper is a concern in England over a mismatch between future housing demand and housing supply. A range of policy initiatives over recent years has aimed at increasing the supply of new housing, mostly relying on speculative developments of large volume private housing developers. There has recently been a growing interest to learn from experiences in other

European countries (Royal Town Planning Institute 2013, Hall 2013). One particular concern has been that the English planning system operates a discretionary system of development control, and there has been a growing debate to which extent regulatory planning in the form of zoning could be applicable in England, to provide more certainty for developers. Tools such as the Strategic Land Availability Assessment (SHLAA) or the Strategic Housing Market Assessment (SHMA) and outline planning permissions for specific sites already reflect some of those changes. In the UK and England international references to zoning systems often refer to the US context, but continental European practices of zoning can differ in many respects (Hirt 2007). This paper intends to focus on another aspect and look at a different mode of housing production. Particularly in countries like Belgium and Germany self-built housing is very common, often found in a suburban and small-town/village context. This paper aims to explore the pro-active role of local authorities in those two countries in providing a technical and legal framework for such self-built housing, in particular in preparing and developing plots and associated infrastructure (Davy 2007). The paper also refers to more recent trends of building communities and new forms of local cooperatives, in particular in more urban contexts of German cities. This latter aspect is also relevant in the context of the theme of this year's AESOP, as these building communities can create spaces of dialog for places of dignity instead of anonymous speculative developments. Following this, the paper discusses to which extent these approaches can be applicable in the context of England, where housing provision is relying to a much larger extent on larger-scale speculative developments by private housebuilders.

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## 1186 | PARTICIPATORY PLANNING: THE ROLE OF NGOS IN NEIGHBOURHOOD REGENERATION IN RIGA

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**ABSTRACT:** In the last decades urban regeneration has become an important part of urban policy. Availability of financial opportunities were the engine of change in the approach to the revitalization of many urban sites. At the same time even if the number of projects concerning development of new infrastructure, both social and technical, increased, they didn't always lead to the improvement of the quality of life. The participatory approach involves the wide range of stakeholders in the common process of planning. One of the ways of cooperation at the level of neighborhoods, is a work with active neighborhood residents, not only regularly informing them about the ongoing projects, but also to enable them to express their views and vision. Neighbourhood organizations are the mobilized section of a human group (the neighbourhood) which is underpinned by a local support network. The nature of these bonds of solidarity is a factor that determines the potential of local organizations for action and for their inclusion in any kind of democratic process. Riga, the capital of Latvia, has 58 neighborhoods, and more than ten of them have their own neighborhood associations and activist groups in social sites that are actively and constructively defend their neighborhood citizens. The paper examines the main motives of public activity and identifies the main challenges in cooperation process between different stakeholders involved in urban regeneration process.

## SLOT T11.S02 | ROOM V1.23 | PIERRE LACONTE | FOUNDATION FOR THE URBAN ENVIRONMENT

### 414 | RETHINKING COMMUNITY PLANNING FOR WELL-BEING OUTCOMES?

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**ABSTRACT:** The purpose of this paper is to discuss the move away from sectoral service provision in the devolved UK to modes of joint-working. This development has witnessed an associated emphasis on measuring the outcomes of policy interventions for individuals, families and communities. An evident turn to strategic alignment of policy and practice has led to new legislative measures, such as the Well-being of Future Generations (Wales) Act 2015 and the Community Empowerment (Scotland) Act 2015. This paper explains how the underlying thinking informing public service reform has emphasised early intervention, prevention and addressing spatial inequalities with respect to health, and meaningful public engagement. Legislation has then asserted the statutory duty to cooperate and the imperative of strategic alignment between different (and potentially mixed mode) service providers, including public health bodies and local planning authorities. In tandem, there is evidence of a multi-scalar dimension with a requirement to identify local outcomes for well-being that meet national priorities (e.g. Scotland's National Performance Framework). Here, well-being as a concept is understood as extending beyond a narrow concern with public health.

The contribution of the paper is that it explores how explicitly orienting services around well-being creates policy space for fresh dialogue around strategic public service innovation, since it requires 'backwards mapping' techniques to understand the pathway to change and the development of indicators to measure and evidence progress (e.g. the use of logic models). There are certainly practical challenges, including the sharing of resources and data, and cultural sensitivities, such as the cross-cutting of established professional domains. This new policy landscape requires a sophisticated understanding of local circumstances from partners, and inter-sectoral collaboration with respect to inputs, actions, and outputs in order to advance an agenda of shared outcomes. The paper will argue that this programme of service innovation helps focus attention on service-users and the so-called implementation gap.

The research evidence to be presented is based on a comparative study (qualitative interviews with senior practitioners and case studies) funded by the Planning Exchange Foundation. That project examined the evolution of community planning as integrated service delivery in the UK with a view to understanding the institutional arrangements, relational dynamics, policy mobility and openings for community engagement. The presentation will critically reflect on the implications of the findings for spatial planning and quality of life as the statutory linkages between land use and community plans in the UK become strengthened and explore the potential for policy transfer to other contexts.

### 674 | HEALTHY CITY PROJECT IN LOCAL PLANNING: STRATEGIES AND ACTIONS IN LISBON METROPOLITAN AREA, PORTUGAL

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**ABSTRACT:** The concept of Healthy Cities, disclosed by the World Health Organization (WHO) in 1987, become more and more integrated in local and national policies. This concept is distinguished by the holistic and territorialized perspective of health, considering not only the disease but the its prevention and health promotion too. For this purpose, it is very important the intervention in the various health determinants such as education, working conditions, housing, sanitation or agricultural production, among others.

Simultaneously, the role of governance is frequently referred by the European Healthy Cities Network and, at national level, by the Portuguese Healthy Cities Network. In this sense, it is promoted four criteria at the local level for an effective action: an explicit political commitment, leadership, institutional change and cross-sectoral partnerships. For WHO, the municipality is the preferential scale to implement and develop the Project Healthy City. However, the implementation and governance model is variable according each reality.

Thus, this paper intend to analyze the implementation and the governance structure of Healthy City Project in five case studies - Amadora, Loures, Odivelas, Oeiras and Seixal - in Lisbon Metropolitan Area, Portugal. In this context, three specific objectives will be highlighted: 1) To understand the governance structure of Healthy City Project; 2) To list the main projects or initiatives framed Project Healthy City by main domains, pointing out the main target groups; and 3) To focus the formalized partnership network that directly contributes for implementation of the Healthy City Project.

The proposed paper will be organized into four parts, after a brief introduction. The first part will present the main guidelines from WHO, European and Portuguese networks, about the implementation and management of Project Healthy City. The second part aims to identify the main proposals of WHO about the implementation phase of Projects, namely its governance structures. The third part is related with the previously referred five case studies in Lisbon Metropolitan Area, with the goal of 1) understand the implementation strategy, namely through the integration of Project Healthy City within the municipality council; 2) to list the main projects or initiatives, considering the priorities about work areas, target groups, etc.; 3) to understand the main partnership network in order to reinforce the Healthy City intervention. The fourth and last part shall include the main conclusions.

This paper is supported by project FCT CAPES "Local Development and Health Promotion for the Building Healthy Cities", a cooperation between the IGOT-University of Lisbon-Portugal and the IG-Federal University of Uberlândia- Brazil.

**KEYWORDS:** Health City; Governance; Partnership network; Lisbon Metropolitan Area

## 1038 | WORLD EXHIBITION AS A TOOL FOR THE PROMOTION OF HEALTHY AND LIVEABLE CITIES: CASE STUDY MILAN, ITALY

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**ABSTRACT:** World and international exhibitions are mega-events that last the longest and attract the largest number of visitors compared to other types of manifestations. Although the roots of world exhibitions date back to the time of Mesopotamia and Ancient Egypt, the first modern world exhibition was held in London in 1851. From the first exhibition the basic role of the exhibitions, as the meeting place, and the place for education and innovation, has remained unchanged.

According to the Bureau International des Expositions, which is the intergovernmental organization in charge of overseeing and regulating World Expos, the main objectives of the exhibitions are: reinforcing the international relations, promotion of culture and education, encouragement of development of the city and region, careful actions in the environment from the aspect of sustainable development and urban renew and experimentation with technical and scientific innovations of future development.

For every exhibition the specific topic is set to which all participants correspond with the conception of their pavilion and presentation. The exhibition topic is always in line with global trends and promotes the technology, science and progress towards the concepts of sustainable development. Besides organisation of exhibition can significantly contribute to the development of the host city and the region through numerous interventions in infrastructure, suprastructure and ecostructure, which remain as the exhibition heritage improving the overall quality of life of their inhabitants.

The aim of this paper is to show how the world exhibitions contribute to the promotion of the health and liveable cities, putting the emphasis on the world exhibition EXPO 2015 which was held in Milan in Italy.



## 1076 | SUSTAINABLE MOBILITY AND PHYSICAL ACTIVITY: URBAN INTERVENTIONS IN TRIKALA, GREECE AND ECONOMIC IMPACT APPRAISAL USING HEAT/WHO

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**ABSTRACT:** The increasing number of people living in cities worldwide has triggered several problems related to population density, urban sprawl, and consequently urban mobility, which at places has become an urban nightmare in terms of time spending and pollution. The compact city strategies for expansion containment and the policies for sustainable mobility, including the transit oriented development policies, reflect serious efforts to provide solutions to these problems. However, though these steps may ease the situation they do not respond to another growing problem which is the undermining of health conditions under the contemporary way of life. Physical exercise can seriously help towards this direction, yet hectic life makes it difficult to make it to the gym. In this sense, physical mobility in the context of sustainable transport (mostly walking and cycling) can be a more health-enhancing physical activity mode.

This paper in the context of a wider international research, SPaCE (Supporting Policy and Action for Active Environments: <http://activeenvironments.eu/>) deals with the integration of sustainable mobility and physical exercise, with a practical application in the city of Trikala Greece, where respective action based research has taken place. Several actions will be presented which were launched in Trikala either because of, or in connection with this project. These actions aimed both at infrastructure development and on physical activity promotion.

Moreover, this paper focuses more closely to an action taken by the Municipality of Trikala. It presents an assessment of the economic impact of the current level of cycling, as well as estimations of the economic impact of future increases of cycling due to the stated policy of the Trikala Municipality. This study was implemented by means of a questionnaire based survey and the calculation of the economic impact of cycling using the Health Economic Assessment Tool for cycling and walking of the World Health Organization/Europe (<http://www.heatwalkingcycling.org/>).

**KEYWORDS:** sustainable transport, physical exercise, urban mobility, physical mobility, Trikala, Greece, World Health Organization, Health Economic Assessment Tool

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**SLOT T13.S03 | ROOM V1.24 | CECÍLIA SILVA | FEUP**

## **182 | INTEGRATION OF LAND USE AND TRANSPORT AT THE LOCAL SCALE: EVALUATING THE INTEGRATION OF THE SUBWAY STATION AREAS IN LISBON**

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**ABSTRACT:** Car dependency and associated car modal share is increasing in the vast majority of metropolitan areas throughout the world, and an important part of the explanation lies in the absence of a clear and effective integration of land use with transportation. Transit-oriented development (TOD) has been followed as a major urban policy to fully achieve such integration, taking advantage of existing transport supply, explicitly promoting a balance between transportation-driven supply and land use-driven demand, while simultaneously improving the pedestrian friendliness of places, i.e. their walkability. However, despite all station areas are in themselves potential TOD places, not all stations have the same multimodal accessibility and so the land use features should be planned in accordance.

The objective of balancing transport with land use is the founding principle of the node-place model. With this model, specifically with the subsequent adjustment to include the urban design evaluation of the station areas, three main dimensions can be evaluated: i) the node-index, reflecting the accessibility of the station area by several transportation modes; ii) the place-index, reflecting the land use features of the station areas namely its intensity and diversity; and iii) the walkability-index, reflecting the urban design conditions of the station areas that influence the pedestrian accessibility to the station itself. However, the node-place model is mainly a regional (metropolitan) scale model, considering train stations as the key locations of the region, overlooking the local centralities that are created by the public transport network of the city itself.

In this paper, we are applying the node-place model to the local scale, using Lisbon subway stations as the focus of our analysis. When it exists, the subway network is a key feature of the urban structure of any city, effectively contributing to the city's accessibility. It shapes the mental map of the city, creating and reinforcing important urban places, and is a permanent, long lasting infrastructure system, assuming a similar importance as the train network. Therefore, it can be used as the main infrastructure guiding the integration of land use and transport at the local scale.

By adopting the node-place model to the local scale using the subway network, we want to evaluate the usefulness of the model as a planning tool for a single municipality, applying the same principles and methodology, adjusting the parameters to comply with the local scale. Several thresholds and parameters were tested in order to adjust the methodology to the local scale, assuring however that three main dimensions were evaluated: accessibility (transportation), density and diversity (land use), and design (walkability).

Our results show that the model is useful at the local scale, and the node-place classification of these places can be used as a planning tool, specifically to establish regulations for the location of activities and parking supply, to guide location-based fiscal policies, and also in identifying the type of intervention needed in order to achieve the desired integration between transportation accessibility, land use intensity and diversity and urban design.

## **206 | EVALUATING JOB ACCESSIBILITY OF TRANSIT ORIENTED DEVELOPMENT AREAS IN BEIJING**

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**ABSTRACT:** Transit Oriented Development (TOD) has been widely recognised as an urban planning strategy to improve accessibility to jobs, housing and other urban facilities. It clusters relatively high-

density, mixed-use, cycling- and pedestrian-friendly developments around a transit station. While studies have evaluated accessibility to jobs from a transit station in a city, we know little about the comparison of job accessibility between TOD and non-TOD areas at the neighbourhood level. Furthermore, no comparison has yet been made between the accessibility of different types of TOD areas. In order to address this knowledge gap, in this paper, we develop a generic methodology to examine job accessibility for any given place in a city and apply it to the case of Beijing, China. Job accessibility is measured in terms of jobs that can be reached from a given place, through travelling one hour by means of public transport during morning peak hours. The study considers job accessibility from places located in different urban areas, namely, different types of TOD areas, secondary transit areas, and non-TOD areas. Comparing job accessibility across these urban areas by selected economic sectors suggests that, as expected, TOD improves job accessibility. Perhaps more interestingly, job accessibility also shows a great difference across different types of TOD areas. These findings offer insights that can help develop area-specific, targeted strategies to improve job accessibility for the entire built-up area or for specific types of urban areas.

**KEYWORDS:** Transit Oriented Development, TOD, TOD types, job accessibility, Beijing, China

## 451 | INTEGRATED SPATIAL AND TRANSPORT DEVELOPMENT IN EUROPE: THE EXAMPLES OF TWO EUROPEAN CORRIDORS

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**ABSTRACT:** Looking back through the history of European 'rise and fall', after each critical period Europe started to renew itself by improving the transport corridors. In recent history, infrastructural improvements also played a key role in the integration of Europe. Hence, Trans-European Transport Network (TEN-T) policy is considered the first instrument of European territorial cohesion, formulated even before the European Spatial Development Perspective (ESDP). However, the corridor development has various, possibly mutually confronting aspects, e.g. economic prosperity and environmental protection can be deeply affected in negative sense by the infrastructural improvement. In contrast to this, the case studies presented in this paper elucidate the European projects on drafting the strategy for integrated spatial and transport development (as 'two sides of the same coin'). Hence, the main hypothesis of this paper is that the cohesion among European countries can be improved through sustainable spatial and transport development.

After introductory remarks on the importance of territorial cohesion for sustainable future of Europe, the brief explanation of the main characteristics of spaces and projects of European importance is given. The central part of the paper is focused on the specific issue of integrated railway and spatial development, illustrated through two examples: 1) the Rhine-Alpine corridor (i.e. the Rotterdam-Genoa corridor) as the crucial north-south axis of developed Europe, and 2) the Orient/east-Med corridor (i.e. the Hamburg-Athens corridor) as the most challenging corridor of entire Europe, connecting both developed and developing countries. More precisely, the information related to the Rhine-Alpine corridor stems from the project entitled CODE 24, conducted in the period 2010-2013 under the umbrella of the European Commission. The Hamburg-Athens project is an ongoing project being developed by the representatives of the German Academy for Spatial Planning and Research. Therefore, the concluding remarks provide the lessons learnt in the first example (the Rotterdam-Genoa corridor) and their possible adaptation and implementation in the latter case (the Hamburg-Athens corridor).

## 925 | CAN A NEW RAILWAY TRACK BE USED TO FOSTER SMART URBAN AND REGIONAL DEVELOPMENT?

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**ABSTRACT:** The future Smart City Ebreichsdorf (SMCE) is a fast growing municipality in the area of the metropolitan region of Vienna, Lower Austria and Burgenland. The expansion to a double track railroad of the „Pottendorfer Linie and the thereby even better connexion to Ebreichsdorf will strengthen this growing

process even more. A new train station is built, located on a greenfield site, between the city districts Ebreichsdorf and Unterwaltersdorf. The existing railway track is going to be abandoned. In spatial planning approaches, it's goal leading to locate future growth in the area of the new train station. Action options, how such an innovative growth process around the railway station could be formed, are absent up to now. The state Lower Austria and the city Ebreichsdorf are aware of this problem. So the idea of planning and implementing a „Smart City or a „Smart Urban Region at this certain area has moved in focus of considerations. An urban transformation towards a future smart city is necessary. The Smart City concept gets more and more important in the course of urban and regional development. Thereby, new technologies are used to create a sustainable environment and economy in order to ensure the quality of life for the further generations. The participation and awareness of the citizens are of fundamental importance. With a focus on Ebreichsdorf this paper demonstrates how such an impulse can be used for a smart urban and regional development. First results of the ongoing project show, that it is advantageous to involve citizens and main stakeholders as well as all political parties in an early stage. This increases the acceptance and facilitates the further process. Furthermore, the complexity of Smart City is best handled by a team of researchers from various disciplines. In the course of a scenario workshop, it became clear that all different disciplines have different accesses to the same topic. Through this a stimulating discussion and exchange of experiences has been started.

**KEYWORDS:** Smart City, Smart Region, Urban and Regional Development, Railway Infrastructure

## 1024 | METHODOLOGICAL CITYISM IN THE URBAN PERIPHERY: EXAMINING SCHEMES FOR TRANSIT-ORIENTED DEVELOPMENT (TOD)

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**ABSTRACT:** Transit-oriented development (TOD) plays a significant role within contemporary planning policies for sustainable development in Europe and elsewhere, not the least in suburban and peri-urban locations. As a well-rehearsed practice, this planning model is due for critical assessment to improve its responsiveness to local conditions as a matter of concern for (social and environmental) sustainability. This paper examines dominant TOD models and discourses, focusing especially on their lineage with Euclidean (and seemingly a-political) geography and methodological cityism. We argue that contemporary TOD approaches are flawed because of a-priori dualisms of city and country as well as place (node) and mobility. The resultant 'tunnel vision' limits TOD both in terms of analysed and projected qualities, especially in suburban and periurban locations where local assets are not mainly urban. This could, for instance, result in gentrified suburban neighborhoods. This paper calls for a richer and more nuanced understanding of the preconditions for context-sensitive TOD in general, and in particular, how TOD can be sensibly integrated into smaller towns and villages in periurban locations. Furthermore, we argue that relational geography can facilitate such an approach in which the shifting conditions and the wider context of the village or town is taken into consideration. Case studies from Sweden are used to illustrate current TOD planning and its methodological cityism, but also to discuss the fruitfulness of the relational approach for which we advocate.

## SLOT T15.S03 | ROOM V1.25 | JOOST TENNEKES | PBL NETHERLANDS ENVIRONMENTAL ASSESSMENT AGENCY

### 359 | UNDERSTANDING PUBLIC FUNDED REAL ESTATE

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**ABSTRACT:** 'Public funded real estate' describes a very diverse group of buildings, comprising (in the Dutch situation) hospitals, schools, elderly homes, theaters, sport accommodations, etc. However, there are good reasons to take them together despite their diversity, and analyze the dynamics of this important share of total real estate (Bouwstenen 2011) in a different way than the dynamics of residential or commercial real estate. Different from commercial real estate, only looking at price-mechanisms (DiPasquale & Wheaton 1996) doesn't suffice, because market conditions are heavily dependent on regulations and expected change therein. It is impossible to understand the supply and demand of these buildings properly, without taking into account the sectoral rules that govern public services like care or education, that take place within their walls. Institutions that for example regulate who is eligible for public health care, or how responsibilities for school buildings are distributed between school management and municipality, are crucial for the decisions of real estate owners, users that rent it, and investors that invest in it.

This paper presents a conceptual framework for analyzing this special kind of real estate, and introduces three perspectives: the public perspective, the functional perspective, and the economic perspective. With the help of this conceptual framework, the consequences of the shift in Dutch policy from supply-oriented to demand oriented systems of funding are analyzed. Two sectors are compared: primary education and elderly care.

What consequences this institutional change in the two sectors has for investment decisions of key actors, like owners, users, financiers of the public funded real estate (i.e. schools and elderly homes)? How do new funding policies change the dispersion pattern over regions and cities? And how does this affect the conditions for municipal government to preserve good accessibility of public services in different parts of the country? The study is based on empirical research in case studies, geographic (GIS) analyses, and more than 40 expert interviews.

**KEYWORDS:** institutional analysis; (public) real estate, Netherlands, public services, accessibility

**LITERATURE:** Bouwstenen voor sociaal (2011), Cijfers maatschappelijk vastgoed, <http://www.bouwstenenvoorsociaal.nl/files/wijkplaats/cijfersmaatschappelijkvastgoed.pdf>; DiPasquale, D. & W.C. Wheaton (1996), Urban Economics and Real Estate Markets, Englewood Cliffs (NJ): Prentice Hall.

### 580 | AN ANALYSIS OF THE FACTORS INFLUENCING TRANSACTION COSTS IN TRANSFERABLE DEVELOPMENT RIGHTS PROGRAMS

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**ABSTRACT:** Transferable Development Rights (TDR) programs have been introduced as an alternative to traditional regulatory instruments (such as zoning) with proponents arguing that the implementation of these alternative programs leads to similarly effective outcomes with greater efficiency and equity. The evaluation of planning policies is key to improving policy design and implementation processes and particularly important when considering whether alternative policy instruments such as TDR deliver preferable outcomes. While some researchers have tried to identify the factors affecting TDR success, there has been a lack of analysis of the issue of transaction costs in TDR programs and their potential effect on policy outcomes. The presence of significant transaction costs decreases the efficiency of land-use policy, and can have a negative effect on the success of TDR programs. This paper explores the

transaction costs that may arise in TDR programs with the specific objective of gaining a better understanding of which factors influence transaction costs in TDR programs and why such costs arise. These factors are examined in three categories; 1) factors concerning the characteristics of the transaction; 2) factors concerning the characteristics of the transactor; and, 3) factors concerning the characteristics of the policy. The paper also examines the different effects of these factors on different parties involved in the TDR programs, including landowners, developers, and local authorities.

## 627 | COMPULSORY PURCHASE, CONDITIONAL LEGAL AGREEMENTS AND URBAN PROPERTY DEVELOPMENT IN ENGLAND AND WALES

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**ABSTRACT:** In English Land Law, certain public bodies can acquire privately-held land through the process known as compulsory purchase. This paper considers the interplay of compulsory purchase, planning and property rights in the context of current urban property development practice. I draw on a case study of two projects and interviews with developers and local authority officers to explore the ways in which legal agreements enable the compulsory purchase of privately-held land. The two local authorities involved in these projects identified land areas under their control as suitable for development and contracted with developers on the basis that the developers would construct and then sell or lease buildings on the sites to other private owners. But, at the time the respective local authorities identified the land areas, the two sites contained land interests held by private owners who were unwilling to give up their interests. Each local authority therefore granted itself compulsory purchase powers to acquire those interests and create a development site out of land that would otherwise not have been available for development. This type of arrangement is common in England. The conditional agreements that provided the legal underpinning for the relationship between local authority and developer set the terms for the consolidation of the land interests into two easily transferable bundles. In these legal agreements, the local authorities also agreed to transfer the assembled development sites to the respective developers. But both local authorities were reluctant to proceed with compulsory purchase unless they were reasonably assured that their respective development partners would commence construction. The two developers, however, wanted to obtain planning permission, test the profitability of the development and secure agreements with funders and prospective tenants before they committed to commence construction. Despite these opposing interests, the parties did not delay their legal agreements but made their respective obligations conditional on the acquisition of the land interests and the satisfaction of other preliminary matters. Each local authority then proceeded with compulsory purchase before they had any guarantee that the developers would commence construction. Moreover, to obtain regulatory approval for the compulsory purchase process, the two local authorities had to show government inspectors that they believed that construction would eventually take place. My paper explores the ways in which the conditional legal agreements became key instruments in enabling the parties to act as if the respective developers would commence construction. On the basis of evidence provided by the parties, government inspectors approved the compulsory purchase. The eventual outcomes of the two developments were different, however. In one instance, the local authority secured the land, the legal agreement became unconditional and the developer commenced construction. In the other, the local authority secured the land but the agreement between the local authority and the developer never took effect as an unconditional agreement and the developer did not commence construction. My paper demonstrates, therefore, the risks inherent in treating a conditional legal agreement as the basis for the public acquisition of privately-held land interests.

## 766 | COMPARISON OF TWO URBAN DEVELOPMENT'S MODELS AND REDEFINITION OF URBAN PLANNERS' ROLE-- A CASE OF YUZHONG DISTRICT, CHONGQING, CHINA

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**ABSTRACT:** Cities were initially formed spontaneously without the involvement of urban planners but by the power of market economy and residents. In recent years, more and more urban diseases have

appeared, resulting in increasing questions of urban planning, because some naturally formed cities seems to be more characteristic and alive than the planned cities. The purpose is to illustrate the necessity of urban planning and the role of urban planners by comparing two different models of urban development. The mountain city of Chongqing originated from the Yuzhong Peninsula, overlooking from the air, Chongqing city is surrounded by two rivers, likes a floating leaf. Because of the special terrain and history, the old city of Chongqing is known as the upper and lower cities, upper city is the central business district, the core of which is Jiefangbei CBD, while lower city mainly is cultural historic district such as Shibati, a slum of Bayu dwellings' characteristics. They are separated by only one street.

Jiefangbei CBD core area is formed under the mode of top-down city development, and gradually brings the strong popularity and high economic output, but due to the lack of public participation, there are not enough geographical features and public space. While the Shibati historic district is formed by the down-top city development pattern, and full of historical and distinctive features. While lacking planning control and government management, the poor living environment and incomplete infrastructure construction finally bring about not only the demolition and reconstruction with high cost, but also the loss of city memory. (Tab.1)

	<b>Jiefangbei CBD</b>	<b>Shibati</b>
<b>Formalion mode</b>	Top-down, led by the government, planners and the market	Down-top, led by the public and the market
<b>Area</b>	92.4 hectares	18.9 hectares
<b>Spatial characteristic</b>	Modern commercial and office buildings, mainly of high-rise and super high-rise	Bayu traditional houses, mainly low layer and middle layer
<b>Activity and population type</b>	Consumer groups, business people, mainly high income, highly educated	Migrant workers, mainly low income, low educated
<b>Function</b>	Business office, leisure and entertainment	Living, low-end business
<b>Resident population density</b>	55,000 people / square kilometers	73,000 people / square kilometers
<b>Capacity rate</b>	3.6	2.5
<b>Building density</b>	63%	79% (Before the demolition)

Tab.1 Jiefangbei and Shibati's comparison table, drawn by the writer

Urban planning is indispensable in the process of urban development and the involvement of market, government and residents is also crucial. This paper provides suggestions that what kind of urban developed model the city should adopt and the role of urban planners in the process of urban planning when it comes to cooperate with the government, the market and the public.

**KEYWORDS:** Model of Urban Development; Urban Planners' Role; Market Economy; Public Participation



**SLOT T15.S11 | ROOM V1.26 | ADAM SHEPPARD | UWE  
BRISTOL**

## **178 | EVALUATION OF THE INSTITUTIONAL FRAMEWORK AND POLICIES OF SPATIAL PLANNING IN GREECE**

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**ABSTRACT:** The study, examination and classification issues relating to the planning process are imperative for today's society, which often faces significant territorial problems. As a field of expression of the various public policies, the actual space is regulated by the tools that are activated and promoted by the planning legislation. In particular, regional planning as a strategic level, may provide the necessary guidance, incentives and solutions to any kind of problem.

Although the general philosophy of planning is the same in several countries of the European continent, there are significant differences, which in the case of Greece can operate exceptionally. The particularity of the Greek space in terms of organization and integrated approach is given as, even though it is an inherently inhomogeneous environment, its acquired characteristics and anthropogenic interventions in it have intensified the problems and they have created a variety of difficulties, which are necessary to consider for the subsequent evaluation of the laws. By studying the latest trends of planning in Greece, it is understood that in recent years the concepts of spatial planning and spatial arrangement have been redefined, particularly focusing on spatial organization and issue resolution, as recorded in the two major regional planning laws. The evaluation of the basic planning law (Law 2742/1999 'Regional planning and sustainable development and other provisions' and Law 4269/2014 'Regional and urban reform - Sustainable development') and the formulation of policies deriving from it, leads to useful observations on the shortcomings and weaknesses of spatial organization methods and the country's priorities. More specifically, the following general comments were recorded: first, the requisite standards were not issued in time. Second, the content of planning levels and the relationships between them is absent and third, there is a strong need to clarify the role and responsibilities of stakeholders. Despite the lack of financial resources, inaction, conservatism, the wait and bewilderment towards the new challenges the Greek reality faces, the recently adopted Law 4447/2016 'Spatial planning - Sustainable development' is expected to cope with the aforementioned challenges and the weaknesses of Law 4269/2014. By partially differentiating the scope of the project, the Law includes the provision of new sectoral policies related to the protection of the cultural heritage, natural landscape and land policies. Simultaneously, the fiscal and national development strategy and EU policies that affect the structure and development of the national space are taken into account, as those regarding the environment and territorial cohesion. Furthermore, digital technologies in the field of land use (Network Natura 2000, forest maps, National Cadastre, Archaeological Cadastre) are employed in order to disengage projects and investments that are in progress but are delayed due to potential conflicts and incompatibilities. To ensure the immediate applicability of this law, the government has committed to publish the necessary specifications for drafting all planning levels during the following trimester.

If the prospects – changes of Law 4447/2016, are properly considered by the Government, it is possible that they aid in the creation of an improved environment. In that case, the planning system would be complete and would no longer display any weaknesses.

## **536 | PLANNING AND PROPERTY RIGHTS IN POST LIBERALISM AND POST-REALISM**

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**ABSTRACT:** The theme of this track is uncertainty – in economic conditions, in spatial agendas, in political relations, in social and community contexts and with respect to environmental vulnerability. It is evident that there are powerful technocratic and democratic narratives driving the complex mass of

uncertainty which encompasses private and public behaviours.<sup>1</sup> The effects are experienced across a diverse screed of private (property rules) and public (policy) domains. This paper offers an exploratory essay which seeks to understand what is happening to the arrangements and power relations associated with planning, law and property rights in land use and development. Drawing on a devolved UK context two points are important. First, planning is in crisis – evidenced by the widespread criticism and lack of support for its spirit and purpose. 2 Secondly, planning (reflecting deeper policy stances) is in denial – it continues to act as if a normal land economy model of behaviours and property interests continued to prevail. 3

In a charged palimpsest of factors – which are themselves febrile- challenging, reinforcing and morphing – this paper suggests three explanations. First, planning is now operating in very changed economic conditions from its origins. Planning now works in a post-industrial world which is different from its original conditions. Second, planning now operates under a radically different set of ideological principles, ideas and actions, from new liberalism to neo-liberalism<sup>4</sup> which is maturing into a post liberalism which carries with it even more significant weight – a normalisation of a specific set of values and metrics. 5 The degree to which has taken effect varies across space, austerity, policy domain and political jurisdiction with differentiated effects on land use planning. In effect planning has to confront highly demarcated and dysfunctional geographies of interest and opportunity reflected in distorted social divisions. 6 Third, planning is in denial – exhibiting a default position of path dependency and lock in in terms of planning practice in a world of populism. This exacerbates the radical critiques of planning at a time when greater stability in local and regional governance is required to support community well-being. What does this inertia and myopia mean for planning, its laws and private property rights when all are challenged by such post realism?

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## 554 | NEVER MIND THE QUALITY, FEEL THE WIDTH

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**ABSTRACT:** At AESOP in 2015 a paper was presented entitled: 'Law and Disorder: Permitted development rights and the loss of proportionate control'. In this I presented, within a wider discussion, the potential risks associated with the introduction of new regulation to create a permissive environment for the conversion of office buildings into residential units without the requirement for express planning permission from the Local Planning Authority. But what has actually happened?

The office-to-residential permitted development right, allegedly dubbed the heart of darkness in 2014 by the then Head of Policy of the Town and Country Planning Association (Geoghegan, J., 2014), and also described as, the most potent piece of planning legislation so far this century (Bill, P., 2015), has caused significant controversy (Price, O., 2013; Geoghegan, J., 2014; Dewar, D., 2016; Muldoon-Smith, K. and Greenhalgh, P., 2016, p.181) since its introduction in May 2013 (The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2013, p.1). The right provides the legal right for a building which is in use as an office, to be used as a dwellinghouse, without the need for the submission of a full planning application. The right has been in operation from May 2013 to date. Regarding the reason for it being brought into existence, the Government has stated that, The policy goal was to make it easier to convert redundant, empty and under-used office space into new homes, promoting brownfield regeneration, increasing footfall in town centres and boosting housing supply. (Department for Communities and Local Government and Nick Boles MP, 2014).

The actual impacts of this change are diverse; the key positive that is manifesting itself is the actual conversion of former office space into much needed residential units, but at what cost? The changes have led to strategic challenges concerning the management of land/supply for office and residential uses with the associated financial implications, together with concerns over the loss of 'planning gain', such as affordable housing and highways contributions (no such agreements are provided for within Permitted

Development Rights). In addition, at the unit scale, concerns over matters planning would otherwise have control over (such as residential unit size and design quality) are lost. Provisions do exist to remove these allowances through the imposition of an Article 4 designation, but these can only be argued on the basis of the land use / office supply impact issue - thus control may be reintroduced, but only justified on selected criteria.

This research will present primary research from a cross-section of the sectors and stakeholders impacted upon by this change; what is actually happening 'on the ground'? Where does the genuine concern rest for the stakeholders? To what extent can actual harm be demonstrated? Is the end justifying the means? And what does this mean for the role of planning moving forward? This paper will consider the specific ramifications that are now emerging from this particular legislative change, but will also consider the wider messages for planning practice in the UK today.

## 1080 | THE EFFECT OF LEGISLATIVE FRAMEWORK IN CONSERVATION PRACTICES: EXAMPLE OF TURKEY

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**ABSTRACT:** The historical background of the built environment is one of the key features which create the identity of a space. For this reason, historical area conservation becomes an important component in the planning process. It has obtained significant experience in the planning of the urban conservation area in Turkey, but in practice, there are particularly serious problems in the administrative level. The major problems are; malfunctions on current implemented conservation plan and unhealthy relations between urban planning system and conservation plans. Currently, urban areas and urban conservation areas are planned in different legislations and organizational structures. Furthermore, contradictory laws and regulations related to urban conservation areas, causes inconsistent implementations on the same urban space.

The aim of this article is to compare two legislations on protected areas in terms of functioning and implementation and investigate contradictory parts of these two legislations on public and personal property rights by comparing them item by item. Also, analyse the differences between these two legislations that based on conservation and renewal is another purpose of this paper. To answer the question Are these legislations protecting or renewing? we analyze causes and consequences of verdicts of Supreme Court on two public prosecutions.

One of the Supreme Court decisions examines the obtained results, which are based on objection to protection and renewal studies within the scope of No.2863 Law on the Conservation of Cultural and Natural Property and the other No. 5366 Usage of Timeworn Historical and Cultural Real Property with Restoration and Protection. In conclusion, the urban conservation areas, in accordance with the no. 5366 Usage of Timeworn Historical and Cultural Real Property with Restoration and Protection Law, Renewal area announcements and projects in site area are excluded from the conservation plan approaches, principles and processes of the historic area. Because city planning and protection plan decisions are not co-produced, problems arise. As a result, the difference of these two laws are examined and evaluations are done regarding the solutions to these problems generated in urban spaces.

## 1107 | AFFORDABLE HOUSING IN VIENNA: THE NEW ZONING CATEGORY "RESIDENTIAL BUILDING DESERVING PROMOTION"

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**ABSTRACT:** Vienna ranks among the most liveable cities of the world[1] and is thus growing constantly. In 2015, Vienna's population grew by almost 43.000 inhabitants – a new record since the end of World War II.[2] Vienna is expected to further attract people, so by 2029 the two-million-inhabitant limit will be met.[3]

Population growth can result in rising costs in housing and indeed, average rents in Vienna have reached a new peak, rising about 17 Per cent within the last five years.[4] The city of Vienna has a long tradition of providing affordable housing for its population and also the current city's government has started several initiatives to ensure high-quality urban development and provide for flats at reasonable prices.

Also on the legislative level the problem was recognized and the Vienna City Council amended the Viennese law on planning[5], introducing two new categories of building land: Building land for a limited time only[7] and residential building deserving promotion.

In areas zoned as residential building deserving promotion only buildings may be erected, which fulfil the conditions of public promotion. What exactly these conditions are is only vaguely described in the new provision of the Planning Law, only referring to a maximum size of the flats and to energy-efficiency- and thermal insulation criteria. In addition there is a reference to the Housing Promotion Act[8], giving some more indicators about buildings eligible for promotion, but it doesn't really give more decisive parameter, in our point of view.

Our contribution will thus analyse the respective legislation and evaluate its accordance with constitutional rights as well as with existing Austrian principles of planning decisions. It will furthermore evaluate the application of the new zoning category so far. As only few plots have been zoned in this new category, we will show similarities of spatial contexts and elaborate on the reasons why only the respective plots have been chosen for this new category of building land.

The second new zoning category: building land for a limited time only, has not been put into practise yet. Should it be used, we will include these cases in our examination.

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**SLOT T17.S03 | ROOM V1.27 | ANA CLARA MOURA |  
UNIVERSIDADE FEDERAL DE MINAS GERAIS**

## **611 | URBAN ECONOMIC ACTIVITY THROUGH GOOGLE PLACES. PATTERNS AND MORPHOLOGIES OF A TOURIST CITY**

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**ABSTRACT:** Traditional means to study spatial, temporal and thematic aspects of the city involve data gathering using time-consuming tracking, measuring, observing and counting techniques. Nowadays, social media-driven data offer a wide spectrum of information, including urban spatial and temporal dynamics which would be extremely challenging to collect otherwise. With this in mind, this study adopts social media as a main source of information to characterize the relationship between urban economic activity and the urban morphology that supports it. The case study selected is Benidorm, a paradigmatic tourist city on the Spanish Mediterranean Coast. Precisely, the city's coastline area was analysed as it is the location of most tourist-related business activities. The methodology comprises three phases. Firstly, georeferenced data were collected from Google Places' API; secondly, homogeneous morphological areas were identified; and thirdly, density and diversity of urban economic activities were analysed as indicators of urban complexity. This research has applied indicator-based urban complexity criteria, originally designed for conventional cities, to a touristic urban fabric in order to demonstrate how urban economic activity is strongly related to the morphological variables of lot patterns and block sizes.

## **971 | URBAN PLANNING, PUBLIC PARTICIPATION AND DIGITAL TECHNOLOGY: APP DEVELOPMENT AS A METHOD OF GENERATING CITIZEN INVOLVEMENT IN LOCAL PLANNING PROCESSES**

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**ABSTRACT:** Citizens should have a say in how their neighbourhoods change, as they both experience and understand the problems of their communities (Baker et al. 2007). Current methods for involving citizens in the planning process include aiming to make them aware of proposed changes and providing opportunities for comments (Baker et al. 2007). The statutory defined parameters and rigid language have been identified as reasons for the public not getting involved, in addition to the costs of participating, technical language, or even suspicion towards the planning system and authority. As a result, only a small proportion of the public actively engage with the planning system (Evans-Cowley 2008; Baker et al. 2007). Methods such as public meetings have also shown to be inefficient and ineffective means of activating citizen interest (Evans-Cowley 2008, p.74).

Alongside citizens being involved in the decision-making process, it is essential that citizens have a say early in the process. Earlier involvement can have a greater impact on how places develop, rather than at a later stage, when there is usually only room for minor alterations (Baker et al. 2007). Early participation, however, relies on citizens being aware of which issues they can get involved in, when, how, and where (Baker et al. 2007).

The bulk of planning participation methods are non-digital, despite widespread recognition of the opportunities digital technologies provide in citizens becoming engaged with the planning system (Evans-Cowley 2008). Those that are digital tend to mirror traditional methods of participation, rather than leveraging the opportunities technology offers (Evans-Cowley 2008).



In this paper, we report on ChangeExplorer, a smart watch application to support citizen feedback to investigate the extent to which wearables can address barriers to participation in planning. The app notifies citizens of the potential for development when they enter an area, before site-specific plans have been proposed, and allows them to give quick responses, with category selections and comments which are geo-tagged with the device's location. The app leverages quick, in-situ interactions, encouraging citizens to reflect and comment on their environment.

Through a case study of citizen participants and planners, this paper examines how ChangeExplorer supports citizens in raising issues and aspirations around the built environment. It discusses the implications of creating lower-barrier methods of engaging citizens with planning processes; with the aim of creating a resource for planners to engage with a place-based conversation.

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## 993 | ENABLING YOUTH GEOGRAPHIES IN THE DIGITAL SMART CITY. AN ACTION-RESEARCH APPROACH

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**ABSTRACT:** Considering public spaces as urban commons – as Harvey suggests –the exclusion of some categories of citizens in the decisions about how to manage, transform and use urban space can clearly emerge in contemporary cities.

Among these weak categories of citizens there are teenagers, who are the object of many specific urban policies, even if they are rarely involved as active subjects of the policy making process.

However, youths play a key role in shaping contemporary cities through their own activities or through adult-led management. Depending on the context they live in, they use public transport services or are driven to places, meet friends in squares, park or street corners, go shopping, play sports and with their living the city they can be rightfully considered as makers of urban spaces. Their voice is not always taken into consideration in the developing of urban public policies, also because of the lack of adequate understanding of teenagers needs and social and spatial behavior. This may lead to inequalities and emargination of teenagers in an adult-dominated city. Therefore, our project had a twofold aim: 1) to provide meaningful portraits of how cities are constructed and influenced by youth activities, practices and representations and 2) to identify critical assets in the definition of public policies to include young people's perspectives of urban spaces, through adequate participation processes.

The understanding of the real urban geographies, through bottom-up perspectives, and the engagement of citizens, with participatory policy-making, are central in the smart cities narratives, often associated to the use of ICT technologies.

There is often a gap between the city for teenagers – formally planned and ruled by adults – and the city of teenagers, which is actually lived, transformed, occupied and represented by young people. Can the use of ICT fill this gap of knowledge to support participatory policymaking?

This contribution presents the methodologies and the results of an action-research project called Teencarto, carried out by the University of Turin and the City Council. The project involved more than 600 teenagers from 16 schools, in a massive process of community mapping aiming at producing a representation of their urban geography. Data collected has been analysed to make evident the way teenagers use the city as well as how they imagine a better city. Their evaluation of urban spaces and proposals of change have been part of the data gathering process.

The mapping process has been based on First Life, a map-based social network, which aims at reconnecting digital and real spaces, using cartographic representations and crowdsourcing. The specific relational perspective allowed by the social networking functionalities of the application, specifically redesigned for this project on user-centered principles, favors a real shared representation of urban space.



## 1043 | SOCIAL MEDIA GEOGRAPHIC INFORMATION IN SPATIAL PLANNING

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**ABSTRACT:** Since last decade, advances in the Information and Communication Technology (ICT) are increasingly enabling the voluntary sharing of user generated contents. Among different emerging digital resources, georeferenced multimedia data publicly shared through social media platforms, or Social Media Geographic Information (SMGI) is starting to stand out in quantity and value as data resource. In spatial planning, where the majority of information required to support analysis, design, and decision-making is inherently spatial in nature, SMGI may foster notable innovations in methodologies and practices, allowing the integration of both experiential and professional knowledge on places and events. However, this hypothesis should be carefully tested. This contribution reports on ongoing research carried on by the authors aiming at demonstrating the hypothesis above. A number of case studies will be used to demonstrate how SMGI can be collected and analysed to support different stages in the planning process, from the territorial system representation, to the understanding of ongoing environmental and social dynamics, from the expression of community values to the design and impact assessment.

## SLOT T18.S03 | ROOM V1.08 | WARD RAUWS | UNIVERSITY OF GRONINGEN

### 181 | HOW TO APPROACH URBAN COMPLEXITY, DIVERSITY AND UNCERTAINTY WHEN INVOLVING STAKEHOLDERS INTO THE PLANNING PROCESS

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**ABSTRACT:** Planning is evolving towards a more holistic approach in order to manage the growing complexity, diversity and uncertainty inherent to contemporary cities. Nevertheless, the capability of urban planners to provide an integrated vision of our cities is still very limited. Eventually, many plans fail to understand the complexity, diversity and uncertainty that characterize our cities. Additional difficulties arise when planners try to involve local stakeholders into analyzing complex urban issues.

Since the 1960s, a traditional approach to deal with urban complexity has been the application of systems theory to the urban realm with dubious practical results. Later in the 1990s, the Institute of Santa Fe, in New Mexico, began to work with the concept of complex adaptive systems, which certainly enriched the original approach but further complicated the analysis. More recently, the science of complexity driven by smart cities initiatives has embraced an integrated systemic approach that brings together a broad spectrum of powerful techniques and concepts, such as agent-based modeling, cellular automata or network theory; nevertheless, little progress has been done in developing real integrated smart projects.

Most quantitative approaches based on systems theory, while academically interesting, are not always easy to implement in a collaborative process with stakeholders from multiple professional backgrounds. To overcome these difficulties, planners should be able to display the complex nature of cities in a friendlier way by depicting all major sectoral systems, local stakeholders and functional relationships in a comprehensive and holistic manner. Just as well, planners should be able to produce holistic and integrative future visions of the city.

Therefore, the purpose of this paper is to display an urban functional system, capable of interpreting the city in a more holistic way and of facilitating effective involvement of local stakeholders into the planning process. The proposed conceptual model is synthesized and visualized as a set of different interrelated subsystems: urban demand segments, urban supply-side functions, spatial elements, and technological devices. This systemic conceptualization of the city displays a simplified, intelligible abstraction of the inherent complexity of our urban reality, which is easily understood by technicians, local stakeholders and citizens. Moreover, it can schematically express the dynamic evolution that a city may undergo over a given period of time, sequencing the past, present and future and thus providing useful support for foresight exercises.

In order to check its operational feasibility, the proposed urban functional system is implemented to characterize the recent evolution of Spanish cities. Firstly, the model is used to explain the real estate bubble experienced during the 2000-2008 period; secondly, it displays briefly the crisis experienced by most Spanish cities during the 2009-2015 period; thirdly, it envisions the desired future urban development model in the 2030 horizon. The above mentioned retrospective and prospective exercises are supported by secondary sources and contributions made by experts in various research projects during the last three years.

Finally, some tentative conclusions are drawn from the proposed urban functional system in terms of implications for policy making, collaborative planning, innovative educational processes, and foresight studies.

## 197 | UNTANGLING MULTI-SECTOR GOVERNANCE STRATEGIES WITH EVOLUTIONARY GAME THEORY

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**ABSTRACT:** The integration of complexity science with the science of cities has brought at full light the role of uncertainty as an intrinsic property of the very systems that planning tries to control and of which is part of. The speed of change that characterizes contemporary societies entails a series of pressures and challenges on systems whose dynamics are difficult to apprehend, with critical transitions either desirable, but hard to leverage, or undesirable and hard to anticipate.

At the same time the legitimacy of the public sector as the sole agent responsible for a centrally-driven, top-down planning has come to lose its strength. Globalization, technological innovation, privatization and an increasingly organized civil society have shifted socio-economic and political processes from a two-player (Public and Private sectors) into a three-player interaction between Public, Private and Civil sectors.

This transition from government to governance as a multi-strategy game increased the structural complexity of systems that both theory in planning and theory of planning focus on and for which new mathematical and computational approaches are need. The paramount importance of these new tools, to unravel and tackle wicked problems in urban planning, is well illustrated in the growing advocacy of collaborative approaches. In these, decision-making is faced with a plurality of perspectives and non-linear routes of development which involves a permanent dialogue between cooperation and competition. To this end, we present a framework, grounded on evolutionary game theory, to envisage situations in which a system composed of agents from Public, Private and Civil sectors are confronted with a dilemma of maintaining a status-quo scenario or changing towards a new paradigm and whose decisions are constrained and co-evolve within and among each sector. As such, in each population, agents have two options (also called strategies) concerning what to do regarding the adoption of a new paradigm (e.g., shifting into more sustainable societies). These two strategies, in all cases, can be modelled as being in favour (cooperation) and against (defection) the new paradigm. An encounter involves the participation of three individuals, each belonging to a different population. Individual payoffs earned in any one encounter depends on the strategy of the other participating individuals. From this 3-player game, each individual will acquire a payoff that reflects the mechanisms at stake, encoded in a payoff matrix that reflects a given problem under consideration. Our results shed light into the potential key-role that the Civil sector may play in a paradigm shift in modern societies. In parallel, Public intervention is essential, but not sufficient, to initiate change, whereas the synergies that may form between the Private and Civil sectors prove to constitute important steps in favouring a paradigm shift. By studying the conditions under which strategies are adopted we anticipate the overall scenarios predicted by the evolutionary dynamics of the model. With this we hope to contribute to the challenge of exploring the conditions under which 'spaces of dialogue' and decision-making emerge, alter and disperse that the track of Unravelling complexity for planning calls for.

## 255 | OF AUTOMATA AND POLICIES

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**ABSTRACT:** Cities are complex systems par excellence. Complexity sciences lie the fundamental framework to understand them. Scholars such as Batty (2005) or Portugali (2000) have embraced complexity quite a while ago and they have proven how powerful a simulation and modelling approach to cities and regions understood as bottom-up generated systems can be. Portugali (2000) and others refer to self-organization in social environments and apply a «hard» science perspective on them. Recently however, there has been some scepticism about such treatment of the social. De Roo (2016) argues that basic concepts from complexity science such as self-organization (in its strict understanding as 'without intent') seem hard to maintain within social environment and that «intent» makes the difference. In fact, from the perspective of planning policy-making «intentional» interventions, negotiations and collective decision-making are key.

The mentioned debate poses the question if we end up with two distinct and even incommensurable worldviews (ontologies) for planning in complexity – one oriented towards complexity science (for the modelling and simulation part), and the other one in a social science tradition (with a clue for language and intentions for the policy part). This dichotomy, however, would be dissatisfactory and miss the unifying potential of complexity thinking in planning (de Roo, Hillier, Van Wezemael 2012).

In the proposed paper I will develop a foundation that lays ground for complexity science based approaches such as agent-based modelling, while at the same time conceptualizing planning as «how to do things with words» (Austin 1975). The contribution thus explores interactions between the complexity sciences and the planning discipline and aims at adding to a comprehensive theory for complexity planning.

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## 267 | STUDY ON SUITABLE MODE OF URBAN SPATIAL FORM IN NORTHERN SHAANXI COUPLING WITH FRACTAL LANDFORM OF LOESS PLATEAU

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**ABSTRACT:** Fractal theory is one of the three forefronts of Nonlinear Science, it has an outstanding significance about understanding the self-similarity of nature and human society. Its universal and philosophical values have reached a broad consensus. The uniqueness of the landform of Loess Plateau is world-class significant, the self-similarity (fractal characteristics) of the unique valley landform has been demonstrated adequately. Urban spatial distribution rooted in the landform also has an obvious feature of self-similarity. With the rapid development of energy industries and urbanization in Northern Shaanxi, the soil erosion and other ecological problems are getting intensified, which brought a tremendous impact on existing relationship between man-environment.

With 25 counties as samples, this paper broke through the way of independent research on a single fractal system, and made a coupled correlation study between topography and urban spatial form based on GIS and fractal dimension calculation. The main conclusions are as follows : (1) The higher fractal dimension of land form goes, the lower fractal dimensions of urban spatial boundary and urban land become. Hence the urban spatial form inversely coupled with land form under fractal perspective, which means they are spatially complementary. (2) Based on sample study of Mizhi county, this paper has come up with the suitable urban spatial mode leaf-like network mode which requests territory of county and city growing along with main valley and then extending along with sub-valley and finally becoming continuous and dense and netty land use.

## 959 | DIVERSITY AND COMPLEXITY OF THE NEW URBAN TERRITORIES, THE RELATIONSHIP BETWEEN THE PROCESS OF SUB-URBANIZATION AND THE CHARACTER OF URBAN DESIGN

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**ABSTRACT:** The process of transforming rural soil into urban land is exceptionally diversified with a wide range of variables and stakeholders participating in this diversity. Thus, even in a Euro-Western

context, it is possible to ensure that sub-urbanization, with all its nuances, is the most decisive phenomenon in the configuration of the contemporary urban system and a crucial factor that shapes the characteristics of urban design in these new (sub) urban territories.

Taking into account work already done in this field and considering as a starting point the combination of allotment / urbanization / construction (Solá-Morelas, 1997), to which two other components have been added - urban planning and building use - is intended to identify the relationship between the process (the combination occurred) and the result expressed in the characteristics of urban design. Therefore, it is necessary to take a preliminary step to select distinctive and contrasted case studies. In this way, and like many other European metropolises, the Lisbon Metropolitan Area (LMA) integrates a wide variety of (sub) urbanization processes. Nevertheless, in the European context, the (sub) urbanization phenomenon in LMA is, in many aspects, a unique case: i) In temporal terms, since it only had a relevant expression from the 70s of the twentieth century; ii) In territorially terms, as the great estuary of the River Tagus divides the metropolis into two very distinct parts; iii) In terms of its nature, considering the exceptional weight of informal sub-urbanization processes. In order to recognize the widest possible range of multiple combinations it is necessary to establish criteria for the selection of this cases: i) in temporal terms, selecting processes that have occurred in different periods in the last 50 years; ii) in territorial terms, picking processes located in the two banks of the Tagus River; iii) in terms of their nature, selecting both formal and informal processes. For each case four strands will be addressed: i) the process itself, identifying the components of the combination and its sequence; ii) the potential value, verifying the rules of the urban plans and the classification for property taxation; iii) the present, recognizing characteristics such as population density or transport connectivity; iv) finally the result expressed in the urban design that shapes the character of one of the cases studied.

Taking into account these four strands and the various case studies, it is possible to compose a relationship matrix between the process (suburbanization) and the result (urban design that shapes the territory). From reading this matrix, is noticed the contrast between an exceptional diversity of processes and a restricted variety of results - expressed in the urban design - which indicates that in many situations time, location and especially nature (formal or informal) of the different processes of sub-urbanization, are not decisive for characterizing the urban design that shapes these (new) urban territories.

## 1288 | DIMENSIONING OF MATRIX OF URBAN STRUCTURES COMPLEXITY- FUNCTIONAL PARADIGM

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**ABSTRACT:** This paper is part of the larger research entitled DIMENSIONING OF MATRIX OF URBAN STRUCTURES COMPLEXITY that include different types of paradigm that are necessary for the definition of the model of urban complexity. The aim of this paper is to show the importance of the functions of particular components of matrixes of urban structures or systems, interconnection of component functions and the possibility of their operationalisation. Operationalisation of complexity and sustainability model, is carried out through parameters (on the lower level of research) and processes (at a higher level of research) that resulted from relations and interactions of components of matrixes of urban structures or systems. In order to determine the functional capacity of the urban matrix model, it is necessary in the model components to simulate the parameterisation of variables at the level of relational paradigm, and then algorithmisation on the level of functional paradigm. After determining the relation matrix of certain components in the observed area, besides the usual methods in research of complexity, method of making the relation graph of particular variables, is used as well as charts of function flow for defined model of the observed urban structure or system. Considering that particular components of the urban matrix are differently loaded by urban functions, it is necessary to carry out algorithmisations of all component functions of the urban matrix in order to define the aspects of functional co-evolution of urban area. The total functional load of existing components or capacity of future components in the observed area of urban matrix is determined by the method of suprasummation. By the method of suprasummation of effects of certain functions on the specific components of the urban matrix, the processes in a given point and time can be observed, and their flow in the selected space-time continuum can be followed. In order to observe processes in a given point and time and to follow their flow in the selected space-time continuum, effects of certain functions on the specific components of the urban matrix can be determined by the method of suprasummation. The theory of relations is used to create a relational paradigm, which allows the correct establishment of ontological aspects of the urban constructs complexity. Functional paradigm enables the understanding of epistemological aspects of complexity. The research of both paradigms will serve as a basis for the hermeneutical presentation and axiological operationalisation of urban structures and systems complexity.

**SLOT T19.S03 | ROOM V1.07 | RICHARD SLIUZAS |  
UNIVERSITY TWENTE**

## **111 | SOCIAL RESILIENCE AND NATURAL HAZARDS - ANALYZING MULTIPLE SOCIAL LEVELS OF ORGANIZING FOR RESILIENCE IN THE CONTEXT OF RISK GOVERNANCE AND PLANNING**

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**ABSTRACT:** Currently, we experience the spread of the word 'resilience' in most diverse research areas and policy fields of modern society. To name only a few examples: psychologists ask under which conditions and through which processes those children that face adverse risk situations (e. g., poverty) may still build and display normal development competencies in specific social and/or cultural settings (e.g., Masten, 2014). Social psychologists and management scholars ask through which social processes teams may be able to deal with surprises and sudden dangers in the context of firefighting (e.g., Weick & Sutcliffe, 2015). Organizational scholars are concerned about organizational performance in the face of ever increasing levels of complexity, uncertainty, and ambiguity in the context of competition about scarce resources and claims for legitimacy. Resilience is especially prominent in research on so-called socio-ecological systems (e.g., Boyd & Folke, 2012) and on the prospects of understanding, analyzing, and promoting disaster resilience in the context of natural hazards, climate change, and the possibility of cascading disastrous events (e.g., Tierney, 2014, Coaffee & Lee, 2016).

In my social science contribution to planning research, I adopt the following preliminary wide definition of social resilience (based on Boin et al., 2010: 9): Social resilience is the capacity of a social entity (social order of actions) to proactively adapt to and recover from disturbances that are perceived within the social entity to fall outside the range of normal and expected disturbances. This definition provides an anchor in the emerging and expanding landscape of resilience research. The contribution to the annual congress of AESOP argues to conceptualize social resilience through the analysis of two dimensions: Firstly, social levels from the perspective of human agency (small groups of individual persons, organizations, and networks of organizations); secondly, capacities of actors (coping and participative capacity as well as adaptive and transformative capacity). Examples from dealing with floods in urban and rural regions are used for an illustrative purpose. The contribution also refers to collective efforts to manage large-scale disasters that are characterized by, among others, the combination of different types of disasters. Based on this conceptual synthesis of social resilience research, the contribution highlights some challenges of future research activities. Furthermore, issues of policy advice are briefly discussed.

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## **572 | THE SPATIAL DISTRIBUTION OF URBAN HEAT VULNERABILITY AND COPING STRATEGIES IN BEIJING**

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**ABSTRACT:** With the extreme climate change and global warming, to measure and improve urban thermal environment has been significant for sustainable urban development. Different from most of the existing urban thermal environment studies that identify the spatial distribution of UHI magnitude and its influence on general people, this paper tries to measure how high temperature influences the vulnerable population in central Beijing and explore the interaction between UHI and various groups of people from a humanistic perspective of urban heat vulnerability. The purpose is to address two main issues: (1) Establishing an index system and calculation method to measure the spatial distribution of urban heat vulnerability; (2) Providing planning methods to mitigate urban heat vulnerability.

The study argues that urban heat risk is not evenly distributed —some people and communities may be affected more than others under the same temperature because of their weak bodies, socio-economic disadvantages and poor ability to adapt with the thermal environment change. Meanwhile, the injustice distribution and inefficient performance of UHI mitigation approaches probably make them even more susceptible. Therefore, the paper sets up a framework for measuring urban heat vulnerability and carries out the measurement at the sub-district (jiedao) scale, the potential heat risk areas with high vulnerability that should be given priority to heat mitigation is highlighted.

Taking the central city of Beijing as the study area, the paper firstly defines the index system to measure urban heat vulnerability, which includes two aspects of social vulnerability and UHI magnitude: (1) The social vulnerability index is built up to identify the groups that are more sensitive and susceptible to environmental hazards. The index is determined by 13 variables with various weights given by the entropy method, e.g., individual's economic situation, age, population density, household size, education level, social security level and vegetation coverage; (2) To measure UHI magnitude, it calculates the land surface temperature (LST) derived from Landsat TM remote sensing image, which represent geographically the surface UHI pattern and potential urban heat risk areas in heat waves. Afterwards, a multiplicative model is used for spatial overlay analysis of UHI magnitude and social vulnerability to identify the spatial distribution of urban heat vulnerability in Beijing. In conclusion, responding planning methods have been proposed from perspectives of building surface materials, street canyon, urban green space and so on.

## 586 | THE ROLE OF THE PRIVATE SECTOR AND CITIZENS IN URBAN CLIMATE CHANGE ADAPTATION PLANNING: EVIDENCE FROM A GLOBAL ASSESSMENT OF LARGE CITIES

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**ABSTRACT:** Local authorities, citizens and the private sector have been identified as important actors in climate change adaptation. Reasons for the involvement of non-public actors can be the fair consideration of different interest, the inclusion of local or tacit knowledge, the private-good character of the benefits of climate change adaptation, or limited adaptation capacity of the public sector. It is, however, yet unclear, what type of public-private relations local actors envisage and how local authorities engage private actors in adaptation planning. So far, empirical results of case studies see little evidence for the active involvement of citizens and companies in climate change adaptation. Public authorities provide only little steering for private actors, citizens and companies, which adapt autonomously and often unintentionally. Similarly, there appears to be very little evidence of novel policy instruments to engage the private sector. However, these studies cover only a small amount of cases and are geographically limited.

In our study, we analyse reported adaptation activities of 63 urban areas with more than 1 million inhabitants (based on a review of adaptation activities in 401 cities globally). The analysis includes the identification of policy instruments in adaptation, as well as potential relations between overall activity in adaptation and the engagement of private companies and citizens. Our analysis supports the findings of the case studies that cities focus predominantly on adaptation of the public sector and encourage adaptation or change of behaviour of private actors only marginally. Furthermore, public authorities rely mostly on legal instruments to steer private adaptation, whereas public-private partnerships, incentivising and enabling instruments, and participatory adaptation are less common.

## 729 | THE POLITICAL DIMENSION OF EARTHQUAKES

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**ABSTRACT:** This contribution gives account of a rather long research activity on seismic risk prevention at the urban and territorial scale, conducted in Italy, mostly in the Umbria region, since the late '90ies: the aim is to prove the efficiency of planning approaches with a strategic orientation, and to strict the link between natural hazard mitigation, planning choices and governance capacities.

The starting point is that each earthquake has different impacts on cities and regions, and this concerns the qualities of the event, the territorial features and also the social, institutional and administrative context (Coburn & Spence, 2002; Carnelli & Ventura, 2016).

Recent seismic events in Italy highlight the urgency to promote an approach based on prevention and mitigation of risks as a priority, to be sustained firstly at political and cultural level. A long history of failures demonstrated the inefficiency of emergency approach (Annan 1999; Nimis, 2009). Differently, urban planning can be a key tool, and the most appropriate field for defining intervention priorities, assessing alternatives, specifying programmes, to help each region and its inhabitants to react to an earthquake from the emergency to the recovery (Nigro & Fabietti, 1999; Fabietti, 1999; Olivieri 2004). In such cases, the concept of resilience (Klein, Nicholls, & Thomalla, 2003; Ainuddin & Routray, 2012; Davoudi et al. 2012, Pizzo 2015) is appropriate to understand the overall aim of planning intervention.

There are various entry points, which allow considering seismic risk within a strategic planning framework.

Since seismic risk is related to different factors (seismic hazard, vulnerability, exposure), given a certain level of hazard, it could be possible to intervene on vulnerability or on exposure. This means that we have a range of possible solutions to explore, to be considered in planning perspective. Similarly, given the limited amount of resources, in order to establish priorities and intervention criteria, a strategic planning approach is required.

Moreover, Italy is one of the European Countries with the higher level of seismic risk, both for high hazard and high vulnerability of its historical settlements. Despite almost all post-seismic reconstructions over the last 40 years led to controversial outcomes, a vast amount of knowledge and expertise has been developed, in particular on how to implement seismic prevention and post-seismic restoration in historical city centers, and to reduce vulnerability of buildings with high historical value (Nigro, Sartorio, 2002; Nigro, Fazio, 2007). To some extent, they represent extreme cases that show that prevention and mitigation are quite necessary, but they can generate conflicts at different levels (including inter-institutional conflicts). This question strongly asks for an overall strategy, which can be conceived and implemented through planning (Pizzo & Fabietti 2013): interventions imply political choices, despite they are often presented as purely technical.

Our research questions regard how planning can contribute to make the plurality of objectives and interest explicit, to provide a context in which the different involved disciplines can interact, and to consider the different concepts they mobilize; how to involve the civil society and the local government for promoting a culture of prevention, and how to improve governance structure in order to increase urban and territorial resilience related to natural hazards.

## 876 | THE PROFILE OF RISK GOVERNANCE IN MUNICIPAL PLANNING IN PORTUGAL

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**ABSTRACT:** This paper aims to define a risk governance profile for hazards with direct intervention in spatial planning, considering the various stakeholders and perspectives involved in Portugal.

Recognizing the weight and influence of the State in the management of risks and the growing diversity of actors and interests involved in land use planning, we question the distribution of responsibilities in risk

management among government actors at different geographical levels (local, regional, national) and, beyond the State, which stakeholders and interests participate. In the development of a spatial decision support system, the answer to this question allows to identify the actors, their relations and priorities (driving forces) in the decision making process on the transformation of the land use integrating the component of analysis of environmental risks.

Based on an adaptation of the model proposed by Walker et al. (2013), a risk governance profile was defined for Portugal for hazards/risks with direct intervention in land use planning, considering the various actors and perspectives involved. This model is based on eight key characteristics identified in the literature (such as the characterization of multilevel governance, risk individualization, risk transfer, extent and culture of participation, degree of communication about risks with the public, and the balance between governance tasks and resource availability) on risk governance, making it possible, in a simple way, to determine the variability and dynamism in risk governance practices. The eight key characteristics were assessed through a questionnaire, whose enquiry made it possible to identify a risk governance profile in Portugal.

In order to support the identification of the governance profile, an online questionnaire was built and an e-mail was sent to the target public, in 2014. The identification of the different stakeholders involved in risk management was based on the information obtained from the literature review, analysis of the legislation and discussion with some of the key actors in the field of civil protection. Unlike the model advocated by Walker et al. (2013), where a qualitative and non-measurable risk governance profile is chosen, the adaptation of the survey considered an evaluation scale.

There were 156 valid surveys, a significant number of responses from the central and mainly local government (59%), and from the general public (17%). The examination of the surveys allowed, among other conclusions, to highlight the relevant role of local government actors in the decision-making process, a low culture of multi-stakeholder participation/involvement, and infrequent and limited risk public communication. At the same time, it showed the interest manifested by the technicians of the local administrations on the decision process on the spatial planning, guaranteeing compliance with the legislation.

The importance of the risk governance profile derives from the possibility it offers in the identification, evaluation, management and communication of risk, as well as a relevant basis for the development of a spatial decision making support system on the transformation of land uses that integrates the analysis of environmental risks.

## 1289 | PARTICIPATORY MODELLING TO SUPPORT GROUP DECISION MAKING PROCESSES IN CLIMATE RESILIENT URBAN DESIGN

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**ABSTRACT:** Interest in climate resilience is growing worldwide among policy makers, urban planners, citizens and scientists. Climate Resilient Urban Design (CRUD) relates to the (re-)design of urban areas in such a way that cities and citizens become less vulnerable to climate change. Weather phenomena like heat stress, droughts and floods impact the lives of city dwellers, villagers, and rural residents all over the globe. The making of policies dealing with climate resilience in urban environments is a process that inevitably involves stakeholders from various disciplines, each with their own interests, constraints and goals. Group Model Building (GMB) (Vennix, 1999) is known to facilitate the decision making processes by modelling important variables and their causal relations. This participatory group modelling process creates a shared understanding of the problem, incorporating the views of all stakeholders, and it improves the support for the final decisions taken.

The GRACeFUL (Global systems Rapid Assessment tools through Constraint Functional Languages) project aims at supporting decision making in complex problems by connecting participatory processes to scientific evidence through novel tools. Rapid Assessment Tools typify causal factors and linkages with concrete data from other system layers and produce a set of viable and acceptable alternative solutions to be used in decision making. Simulation tools will simulate the alternative scenarios over time and visualization tools will show the results of the different CRUD solutions on maps. The case study area is a neighbourhood in the city of Dordrecht, the Netherlands. Here heavy rainfall caused flooded streets and cellars last summer. The municipality is planning to redevelop the public space in this neighbourhood taking into account climate resilience and involving different stakeholders, including citizens.

Reference: Vennix, J.A.M. (1999) Group Model Building: tackling messy problems. System Dynamics Review, 15 (4), 379-401.

## SLOT T20.S01 | ROOM C11 | SOFIA MORGADO | FA-ULISBOA

### 97 | LOOKING FOR INDUSTRIAL HERITAGE: THE CASE OF BOVISA, MILAN (ITALY)

Julia Rey Perez<sup>1</sup>; Remi Wagcone<sup>2</sup>; Julia Rey Perez<sup>1</sup>

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**ABSTRACT:** This paper intends to discuss the issues industrial heritage is confronted with, through the presentation and analysis of the case of La Goccia, in the Milan borough of Bovisa, Italy. In the context of the industrial past of Milan and its hinterland, the area was of key relevance as for chemicals production and power supply until the 1970s. Then dismissed, it was progressively taken over by Politecnico di Milano to build a new campus, in agreement with the municipality; yet a large part of La Goccia, which counts XIXth and XXth industrial buildings, still hasn't been redeveloped for lack of land reclamation operations. Through field observation, semi-structured interviews both with experts and people frequenting or living in the area, documentary research as well as mapping physical change, research has aimed to inquire into the impact planning and management as well as civic engagement have had upon sense of place, and vice versa. Thus we will first illustrate the planning and management process of the area, before looking at recent activism for its reconversion as a park. Finally we will discuss how La Goccia's industrial heritage was taken into account both by planning and management authorities and active citizens.

### 574 | THE IMPACT OF PLANNING AND GOVERNANCE REFORM ON INDUSTRIAL HERITAGE VALUES THE CASE OF RDM, ROTTERDAM

Azadeh Arjomand Kermani<sup>1</sup>; Wout van der Toorn Vrijthoff<sup>1</sup>;

Annekia Duschka Brand<sup>1</sup>; Vincent Nadin<sup>1</sup>

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**ABSTRACT:** This paper aims to discuss, first, how planning reform has affected heritage management in the urban historic core in the 2006-2016 (post-financial crisis) period, in the case of the Dutch city of Breda. Second, it analyzes how physical change wrought by heritage-motivated projects – the reconstruction of the medieval Nieuwe Mark-harbor – has affected sense of place.

By an analysis of (policy) documents and expert interviews, this paper demonstrates that even during and after a time of austerity, tangible heritage in Breda's historic urban core is not compromised. This has been done by further sophistication of the alliance between tangible heritage management and spatial planning, most notably via the translation of the urban conservation area in the land use plan, the incorporation of cultural heritage assessments requirements, and an expanded repository of heritage values. So far, this 'spatial track' of heritage management seems successful, even in a context where policy restraints in general are being loosened.

Nonetheless, despite progressive heritage policy, the findings of a small sense-of-place survey at the site indicates that respondents tend to recognize and assess change in the historic built environment based on the opportunities for (daily) use, rather than historic value.

**KEYWORDS:** heritage-motivated spatial intervention, planning & governance reform, heritage values, urban historic core, sense of place

## 657 | WHEN THE ACADEMY BECAME PART OF THE NON-PART

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**ABSTRACT:** For two years and a half, twelve interdisciplinary critical ethnographers developed a bottom-up research project with two communities situated in Costa de Caparica (Portugal) called Urban Boundaries – the dynamics of the cultural encounters in the Communitarian Education (UB) - <http://fronteirasurbanas.ie.ul.pt/>, supported by a national funding agency that supports science (Fundação para a Ciência e a Tecnologia) and based at the Institute of Education, Lisbon University. The UB emerged as an alibi to a group of people to be together in a legal way. This group was constituted by academics, fisherman, and residents of a semi-illegal settlement brought together in the struggle against local politics, which has maintained a policy of fear and sadistic enjoyment. The access to the water has been the main tool in this political game. The three scientific tasks proposed by the UB (Critical Alphabetization, Multiple Cartography, Histories of Life) were developed by members of the three communities and are nothing more than scientific doors to claim: WATER in the semi-illegal settlement constituted on the last 40 years; space for the VOICE of fishing community concerning the local political decisions; and the rights to the academics to exercise an EMANCIPATORY EDUCATION. The theoretical and methodological framework of this project has been expanded beyond the national lands, and has embraced, to its experience, a diversity of European, South African and Brazilian communities with different local symptoms of the same global problems. The UB brought disturbing choices made within the communitarian educational processes lived in loco, which invited all its social actors to recognize that the dehumanization, although a concrete historical fact, is not a given destiny.

## 784 | THE VISIBILITY OF AFRICAN BRAZILIAN CULTURE IN THE TOURISTIC CENTRE IN SALVADOR DE BAHIA AS SOCIAL RESISTANCE

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**ABSTRACT:** With over eighty percent of its population of African descent, Salvador da Bahia has been described as the black city. Although the black population still suffers strong social disadvantages in contrast to the whites, the African Brazilian cultural practices had long been recognised or even adopted by the white elites as elements of the Bahian identity. And Salvador tends to be advertised now for tourists as a place for African-Brazilian music, dance and carnival.

The blocos, African-Brazilian groups, lead the struggle for being recognised at a time when only whites were enabled to organise carnival events. The first one, Ilé Aiyé, funded in the mid-seventies, only accepts blacks as members. Alongside with Olodum funded some years later, and other groups, they created a space where black people could parade. Pelourinho, the then decaying centre of Salvador, is now the heart of carnival. It was a derelict place left to the poorest, junkies and prostitutes. It became a place for urban renewal after the centre had been classified as world heritage by the UNESCO in 1985. Its revival is also due to the black cultural movement and their innovations revitalize the city. The poorest still occupy the margins of the UNESCO perimeter, and the centre itself is only occupied by shops and restaurants, few inhabitants decided to establish there. It is not a place for the local elites, but the centre is visited by numerous international tourists. The black movement had a great impact in the centre revitalisation. Cultural movement struggled to valorise the black people by reimagining Africa in Brazil; First dedicated to defend the black pride and their rights, focused on carnival, they act as cultural entrepreneurs. Olodum, the most famous Bahia Bloco, has its headquarters (and shop) in the centre since 1985; Ilé aiyé is still based in a deprived neighbourhood in the North cityside, where it originates from, but owns a shop selling hand-made bags, t-shirts bearing the colours and carnival fabrics from the bands. Outside from carnival's time, the city centre of Salvador is the locus of the blocos; the olodum drums (the kids bands) play their hypnotic beat on the streets of the Pelourinho. The carnival costumes are displayed in the showcases of tourists shops. Olodum, and to a less extent Ilé Aiyé, gained international audience. Olodum drums produce themselves abroad many times for international events. This apparent success stories in gaining a scene and a market should not blur the inequalities and the dynamics of marginalization and



fragmentation in the city. The African Brazilians are reclaiming the old city centre, now classified as World Heritage but still locally marginalised. Are they reinventing their tradition or just finding a way to survive in benefiting from a commodified place for international tourism? In this paper I would like to draw from my survey in Salvador and interviews with the blocos leaders to discuss the empowerment and dispossession of the black cultural movements in their attempts to reclaim central places and contesting white hegemony.

## 787 | URBAN CULTURAL PRODUCTION IN THE AGE OF AUSTERITY: LESSONS FROM BARRIERA, TURIN (ITALY)

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**ABSTRACT:** Practices of cultural production within a peripheral urban neighbourhood can contribute to foster the sense of place, community belonging and local collective action (Belfiore and Bennett, 2007; Stern and Seifert, 2007; Sacco and Segre, 2008). Starting from a critical perspective on the interconnections between cultural practices and urban regeneration, and developing on the concept of place-making (Jacobs, 1961; Katz, Scully and Bressi, 1994; Rapoport, 1997; Montgomery, 1998; Friedmann, 2010), the paper has two main purposes: to investigate the degree of embeddedness of these practices within the neighbourhood and explore the ways of self-organisation of cultural actors and their relationships with public policies, in a phase of public power impairment and after a long hegemony of the neo-liberal discourse in the urban management.

The case-study concerns 'Barriera di Milano', a large peripheral area in Turin (Italy), formerly one of the most industrialised zones of the city. Over the past few years, and particularly after the real-estate bubble burst of 2007-2008, in Barriera a lively concentration of initiatives of culture have been taking place, re-defining the urban and social space. These initiatives seem to be innovative for many reasons: firstly, while demonstrating a high degree of embeddedness in the neighbourhood, they are mostly self-generated, showing a low connection with public policies both in the initiative process and in their financial support; secondly, the institutional assets, the economic self-sufficiency and the low degree of connection among initiatives support new forms of citizenship and place-making based on a 'not for profit entrepreneurship'.



**SLOT T21.S03 | ROOM C9 | PETTER NAEISS, PETER ACHE |**

## **139 | RESEARCH ON THE RELATIONSHIP BETWEEN SPACE OF PLACES AND SPACE OF FLOWS - EMPIRICAL ANALYSIS BASED ON GLOBAL SCALE AND LOCAL SCALE**

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**ABSTRACT:** In the era of globalization, the study on urban region has experienced a transformation from the logic of space of places to the logic of space of flows. However, more and more researches focus on world city network and fewer consider the relationship between space of places and space of flows. In this paper, a theoretical framework on the relationship between space of spaces and space of flows in space—behavior—process logic line is built up from the perspective of enterprise organizations. Empirical analysis is combined with in a global and local context to explain the relationship and interactional process. The results show that, space of places and space of flows are of dialectical unity which can change mutually under different spatial scales. Second, corporate actors' location choice can promote a reconstruction of spatial agglomeration and dispersion in a synergic way. Third, space of places and space of flows interact with each other and are influenced by social progression. Finally, space of places will never vanish. Future studies should understand their mutual relationship in a deeper sense and place more emphasis on social progression.

**KEYWORDS:** globalization; corporate organization; space of flows; space of places; relationship

## **533 | THE RIGHT TO THE CITY IN TIMES OF BIOPOLITICS - TACTICAL URBANISM IN A TRANSITION PROGRAM**

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**ABSTRACT:** A cidade é o maior campo de actuação do capitalismo, mas também o campo com maior potencial de resistência a ele. Capitalismo e urbanização retroalimentam-se num processo onde o primeiro está sempre em expansão produzindo e concentrando geográfica e socialmente seus excedentes na cidade. Harvey (2014) pontua que para pensar uma forma alternativa de urbanização, é necessário construir possibilidades para uma virada anticapitalista, apontando para a urgência de reconhecer o comum e sua potência. E sugere que essa rota de fuga deve partir de uma convergência entre o microcosmo do corpo e o macro espaço da globalização, dois importantes temas da actual fase neoliberal do capitalismo. Essa convergência pode ser alcançada na afirmação dos direitos humanos e individuais, perspectiva que reforça a importância do conceito do direito à cidade, desenvolvido na década de 1960 por Lefebvre (2016). Um direito mais colectivo do que individual, que engloba os demais direitos humanos, reivindicando a participação de todos na construção e no uso do espaço e da vida urbana. Pensar o mundo global permitiu reconhecer um mundo comum com que se preocupar, produzir, apropriar, o qual é partilhado por todos. Para Hardt & Negri (2016), a ideia de 'comum' também foi potencializada com a compreensão do conceito de biopolítica, cujas subjetividades serão sempre produzidas por aparatos de poder, sejam os da soberania do Império, sejam os da resistência da multidão. Assim, esta pesquisa considera o 'direito à cidade' como uma estratégia de transição da actual situação urbana das cidades em direcção a uma situação de justiça, de realização plena do bem-estar comum. Para os redesenhos institucionais necessários a essa transição, Boaventura de Sousa Santos (2003) defende que se deve considerar para além do direito estatal e formal também as formas de direito informal e não oficial, que ele atribui à 'legalidade cosmopolita subalterna'. E evitar desperdícios de experiências sociais que buscam declarar e exercer os direitos que lhes importam. Nesta perspectiva, esta pesquisa explora o potencial que o chamado 'urbanismo táctico' tem em promover o direito à cidade. Entende-se o urbanismo táctico a partir dos estudos de Certeau (2014), onde a ação táctica é determinada pela ausência de poder, um cálculo de força que não isola o sujeito do ambiente, que age sem autonomia num terreno que lhe é imposto. Acredita-se que a escala do táctico represente melhor a produção biopolítica da multidão. Assim, esta pesquisa procura identificar nas tácticas urbanas hoje utilizadas, nos desejos imanentes da multidão,

as maneiras que ela encontra para tentar mover-se, inspirar-se, emancipar-se, construir-se na realização plena do direito à cidade. Numa cartografia elaborada colaborativamente, foram levantadas acções do urbanismo táctico, as quais foram organizadas segundo um formato padrão de leitura, cujo nexo de informações foi elaborado por Rosa (2015), explorando a potencialidade local, a articulação feita e as novas possibilidades geradas. A partir daí, tornou-se possível visualizar, discutir, analisar as experiências levantadas no sentido de apreender caminhos para a plenitude do direito à cidade. Assim, esta pesquisa encadeia um discurso que estabelece o comum como utopia almejada; o direito à cidade como principal estratégia para alcançá-la; e o nível das tácticas urbanas como o tempo da experimentação de possibilidades que poderão conduzir a multidão a uma condição de justiça urbana.

## 777 | LABBING THE FUTURE? TRANSFORMING CITIES BY CREATING URBAN LIVING LABS

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**ABSTRACT:** In a timeframe of political uncertainty and multi-scalar urban challenges, we identify a fast-growing popularity of concepts of 'living labs', 'fieldlabs' or 'urban labs' in contemporary urban politics. Conceptually based on models from transition science, they attempt to create innovation niches in which a network of actors – often including knowledge institutes – probe new urban solutions. Rhetorically these labs promise an innovation away from the traditional cycles of policy making and implementation. Technology firms use them to test new urban infrastructures, governments expect faster and more innovative policy solutions, while universities participate in them to create learning environments for their students and infrastructures to deliver societal benefits. An European Network of Living Labs (ENoLL) has been set up to create a network of exchange between this broad selection of innovative places. The paper critically analyses these developments. It deciphers their rhetoric to understand to what extent such labs are capable of creating more encompassing urban policy innovations and how they relate to existing policy structures. Their focus on local innovation niches is analyzed as promising but also limits their impact. And although most labs embrace rhetoric of radical innovation, they habitually reproduce existing urban agenda's and power balances. The link with planning theory and practice is also investigated: How can planners, used to work with urban futures and probing strategies, work with these labs and transform them to facilitate progressive urban change? The 'Fieldlabs' of the Amsterdam University of Applied Sciences are used as an example to reflect on these questions.

## 1055 | GREEN GROWTH AND TRANSFORMATION TO SUSTAINABILITY: SUPPLEMENTATION OR CONTRADICTION?

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**ABSTRACT:** Global development and environmental issues are the result of spatially and temporally short-sighted actions and decisions. Ongoing and persistent destruction of the environment and the continuation of resource intensive practices show unsustainable societal performance. Green Growth, as a political driven concept, is one approach for the transformation to sustainability and is considered to promote sustainable development via efficient resource use and green technologies. This paper examines the correlation of urban and regional Green Growth concepts with the required sustainability transformation. It mirrors the main characteristics of Green Growth with the requirements of sustainability by referring to the current state of the art. It becomes clear that sustainable development cannot solely rely on iterative changes and technical adaptation resp. modernisation to a changing natural environment. Current Green Growth implementations are therefore unlikely to lead to a sustainable economy. Rather, social and cultural innovations will need focussing on much more for Green Growth to succeed or to be modified towards a fundamental change of the growth concept towards post-growth or de-growth. As theoretical approach, the paper refers to transition theory. This is examined for its potential as a framework to explore and explain transformation processes. Cities and regions have the potential to be a key-level in the transformation process towards sustainability. With their requirements and challenges in specific fields of action, like energy, mobility, housing or infrastructure, they can serve as test beds for niche innovations and regime changes which are main concepts of transition theory. The paper discusses in how far Green Growth can have visionary potential for sustainable cities and regions, which restrictions limit this potential and how solutions for a more fundamental transformation to sustainability could look like that reach

beyond the current Green Growth concept. The paper is based on literature analysis on green growth and related critical approaches (post-growth, de-growth etc.), and on practical involvement in processes of regional green growth development respectively transformation efforts towards sustainability (e.g. STRING area, a cooperation of parts of northern Germany, Denmark and southern Sweden).

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## 1183 | LONG-TERM VISION-BUILDING THROUGH GAME EXPERIMENTS: THE CASE OF CLIMATE CHANGE

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**ABSTRACT:** In the coming decades, global communities will face a multilevel challenge on climate change. On one hand, nowadays there is a Paris Climate Agreement. In this global agreement, all nations formally commit themselves to submit their Nationally Determined Contributions (NDCs) on mitigating and adapting to climate change, and improve these plans every 5 years. On the other hand, the possibilities for implementing change will need to be based on domestic possibilities and resources. This is a sub-national challenge, with climate policies to be implemented in established rural and urban areas, with their existing economic activities and landscapes. In order to bridge these two forces, it is important to develop long-term visions that both consider this grand climate challenge (top-down), and local circumstances (bottom-up). Our objective with this research is to bring know-how together through innovative experiments with stakeholder engagement, in order to facilitate pieces in this vision-building process. In this paper, we describe how we have developed, tested, and evaluated one experimental approach. The experiment is in the form of a simulation game in which we combine insights from Participatory GIS, Geodesign and Game theory. This simulation game serves to communicate both the 'impartial' big picture of a problem as provided by scientific studies like the IPCC reports, and power-laden dilemma's faced by stakeholders in the case who represent their constituency or particular community back home. Gaming approaches can provide a creative space with potential for deliberating strategies and decision-making for complex real-world problems in a lab setting. At the Aesop conference, we would like to present two game experiments, and demonstrate them. One game experiment has been played at the Paris Climate Conference in 2015, the second has been played and tested with students, for educational and research purposes. The first game is a global simulation game in which players represent country blocks and negotiate about reduction of global CO<sub>2</sub> emissions. On an interactive Maptable, players can see their projected long-term territorial carbon emissions until 2050 and 2100. The game simulation shows the influence of CO<sub>2</sub> reductions on the GDP of their country block and what influence the reductions have on the worldwide temperature, according to aggregated (simplified) model calculations. The second game presents the supply-side of fossil fuel, therefore players can see the geopolitical dilemmas and can discuss what fossil reserves they are willing to leave in the ground (based on BP Energy Outlook data on fossil fuel reserves coal, oil and gas). Will the game participants let market mechanisms define which fossil reserves will (not) be exploited? Will players talk about coordinated efforts, such as creating funds and compensation mechanisms? Or will the players compete in a world market in extracting as much fossil fuels as quick as possible, creating accelerated climate risks?

In current societal debates, many local transitional efforts for climate mitigation and adaptation on city- and regional scale are not synchronized, or even in conflict with national and international policies. We would argue that giving space to and coordinating a consensus for a balance between bottom-up and top-down planning forces in strategic decision making processes are important success factors for implementing and scaling-up local climate policy.

12 JULY | 11:15AM

SLOT T01.S04 | ROOM V0.03 | TERESA FIDÉLIS |  
UNIVERSIDADE DE AVEIRO

## 19 | PLANNING INACTION: BETWEEN COLLECTIVE BEHAVIOUR AND GROUP ACTION

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**ABSTRACT:** This article examines how the policy maker's 'decision not to decide' affects different levels of internal organization and how it is reflected in the residential patterns of different population groups. The article explores the dynamics of residential patterns in two case studies: the Collective behaviour of the Sylheti community along Whitechapel Road in Eastern London, and the Group Action of the Kol-Torah Community in Zangwill Street, Jerusalem, where Inner-markets activities create clear property lines around/within their boundaries and result in similar homogeneous pattern. Identifying the main engines of organised neighbourhood change and the difficulties of planning and dealing with individuals in the housing market, sheds light on similar processes occurring in other city centres with diverse population groups.

## 497 | THE CRITIQUE OF EVERYDAY LIFE AND POST- POSITIVIST PLANNING

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**ABSTRACT:** Lefebvre's books on the 'Production of Space', 'The Right to the City' and the 'Urban Revolution' have been widely received and discussed in planning theory, and are constantly referred to in (scholarly activist) urban planning practice, e.g. in the urban struggles against massive gentrification, but also in the more recent solidary struggles against post-political regimes heralding austerity politics. However, Lefebvre's century-long oeuvre on the 'Critique of Everyday Life' spanning from

- his analysis and observations of rising fascism in the 1920s/1930s;

- the post-WWII urban modernization and - as he calls it - the internal colonization of everyday life routines in France and Western Europe in the 1940s/1950s;

and

- the advent of paradigmatic shifts between production and consumption in the city in the 1960s/1970s.

However, has received few attention in the realm of urban studies, and even less so in planning. This is remarkable, as particularly 'The Critique of Everyday Life' conveys several insights on un- and resettlement of urban routines useful to understand present macro-changes mediated through everyday life in cities, and beyond.

In a context of a felt unsettling of urban and national routines, particularly marked by the years 2011 and 2016 (Hou and Knierbein, 2017, forthcoming), this paper first pays tribute to Lefebvre's complex understanding of the critique of everyday life as an analytical micro perspective to detect, identify and qualitatively understand changes on the macro-level of society (part I). I will then focus on the time since the early 1980s to highlight also which contributions from social and cultural theory have proceeded or engaged with a more contemporary (spatial) critique of everyday life by using different perspectives into an understanding of de-everydaying the everyday through a critical urban studies approach: (a) Everyday life's uncanny character; (b) Everyday life as fetishized and colonized form of consumption and power, (c) Feminist perspectives on space beyond domination/marginalization, (c) Post-colonial everyday life research (d) Urban resistance as 'quiet encroachment of the ordinary' (Bayat 2010) and (e) Everyday life

as spatial praxis and social action. This perspective distills distinctive turns in social and cultural theory and starts to make them productive first in the field of studying the urban through a contemporary (spatial) critique of everyday life. These shifts in theorizing the city are connected to the contemporary critique of the earlier generation of post-positivist planning accounts and pave the way to (loosely) start thinking about conceptualizing a more recent generation of planning theories much more interested in affective, agonistic, performative, insurgent, relational and counter planning approaches (part III). The presentation is a sneak preview of my current work in progress as regards my Habilitation Treatise, and stems from my 8-year-long work in establishing a new horizontal and transdisciplinary planning institution at TU Wien: The Interdisciplinary Centre for Urban Culture and Public Space (<http://skuor.tuwien.ac.at>) has bundled and systematized international competence to integrate alternative and activist planning approaches through a consistent theoretical and practical public space focus, while trying to understand wider social transitions through the lense of the critique of everyday life.

## 620 | HUMAN DIGNITY, TALL OR SMALL. WHERE WILL PLANNING THEORY GO?

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**ABSTRACT:** Human dignity has been discovered by planning theory fairly recently (Davy 2014, 2015). Other discourses on human dignity have considered dignity problems much longer. A comparison between such discourses shows an interesting dilemma which I call the tension between 'tall dignity' and 'small dignity.' What is the dilemma involving tall or small dignity? The stronger and more uncompromisingly human dignity is imagined and protected (= tall dignity), the more narrow a scope of human dignity is acceptable. But if human dignity is construed as a ubiquitous expression of humanity in everyday life (= small dignity), the more conflicts are likely to arise between the dignity of two or more persons.

The case law of the German Federal Constitutional Court is an example of tall dignity. The court calls the constitutional dignity clause the supreme constitutional right and value. Whenever government action touches human dignity, the government must abstain from action. Therefore, the court prohibits police torture (even if the life of a kidnapped child possibly could have been saved) or the shooting down of a passenger plane hijacked by terrorists (even if terrorists will use the plane in a 9/11-fashion). The court considers human dignity to be so tall that it does not allow a balance or proportionality test (e.g., to sacrifice one human life in order to save 1,000 human lives). The political philosophy of Avishai Margalit offers an example of small dignity. Margalit's concept of a decent society demands a non-humiliating society. Margalit hardly uses the term human dignity, but it is quite clear that humiliation is the flipside of dignity. Margalit (1996: 9) defines humiliation as 'any sort of behavior or condition that constitutes a sound reason for a person to consider his or her self-respect injured.' Obviously, a person can be humiliated even if this does not involve torture, the shooting-down of a hijacked plane, or similar extreme situations. But what if avoiding humiliation of one person results in the humiliation of another person? Smoking bans are an example in question (Davy 2014): A humiliation imposed by a general license to smoke or an uncompromising smoking ban is legitimate only if the conflicting dignity claims have been carefully weighed and put into a fair balance.

Planning theory still has a choice whether to go with tall dignity or with small dignity. The paper considers exclusionary zoning—spatial planning with a view to exclude poor and minority residents—with regard to options and consequences of such a choice. A leading case on exclusionary zoning is *Mt. Laurel I* (67 N.J. 151 [1975] 174), a decision which has been heralded as a beacon of the civil rights movement. How does *Mt. Laurel I* look in the light of tall or small dignity?

Literature: Davy, B. (2014) *Raumplanung und die Politik der Würde*. In: W. Blaas, J. Bröthaler, M. Getzner, & G. Gutheil-Knopp-Kirchwald (eds) *Perspektiven der staatlichen Aufgabenerfüllung. Für Wilfried Schönbäck zum 70. Geburtstag*. Wien: Verlag Österreich: 51–76; Davy, B. (2015) *Human dignity and spatial justice*. Presentation at the 2015 AESOP Congress in Prague. FLOOR Working Paper No. 31; Margalit, Avishai (1996) *The decent society*. Cambridge, MA & London: Harvard University Press.



## 672 | EXPLORING THE ZONING AND LAND USE MISMATCH – AN EX-POST EVALUATION OF A DETAILED PLAN IN A LAND READJUSTMENT AREA IN TAINAN

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**ABSTRACT:** Planning scholars has paid increasingly attentions in the past twenty years on evaluation research as local governments request for performance measurements on its outcome for future decision making as well higher accountability and transparency requested by citizen and stakeholders on policy interventions. Among three different timing of planning evaluation, naming ex-ante evaluation, on-going, and ex-post evaluation, where the latter two receive relatively little attention in the literature due to the lack of resources, the norm of organisation culture, as well as the availability of data and analytical methods. As the legitimacy of planning and its effects in control has been increasingly been questioned in Taiwan, this research takes on the challenge of the ex post evaluation, to evaluate the effect on plan implementation on the ground in Taiwan using a case study of a detailed plan of a land readjustment neighborhood in Tainan City to empirically demonstrate the quantitative evidences of planning implementation. Due to the nature of legal plan in Taiwan, this research takes a conformance-based approach on planning implementation evaluation, the mismatch of land use, built area ratio and floor area ratio will be analysed quantitatively for its spatial distribution, patterns of concentration, and potential social-economic factors associated. Empirical assessment of the gap between plan and outcome is the foundation to define the success and failure of the plan in its relationship to the urban development process. This research is significant as an attempt to provide empirical evidence on the effect of zoning and the ability of a plan to effectuate change in Taiwan. As New York City's Zoning Resolution reached its first hundred year of implementation in the United States, this research attempts to join the international dialogue on the reflective thinking of connecting planning theory, planning practice and education.

## 818 | SYSTEMATIC SHARING OF EXPERIENCES AND KNOWLEDGE OBTAINED IN PILOT PROJECTS

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**ABSTRACT:** Spatial planning often has to deal with novel challenges where no experiences or knowledge preexists – neither specific nor general. In such scenarios, it is common scientific practice to create a model and test a hypothesis on it. In spatial planning, however, this approach to generate lacking experiences is deemed insufficient from the start. Spatial planning activities always involve many participants that are linked by complex structures. These cannot be captured in a simplifying model appropriately. Therefore, pilot projects – small-scale, short-term real-world studies – are the preferred instrument to obtain novel knowledge in spatial planning.

Pilot projects are an important research tool in urban and regional planning. Their objective is to reproducibly create reusable experiences and knowledge. Within a single pilot project, various regions or municipalities carry out different projects in a definite period. Academic or private institutions scientifically monitor pilot projects in order to identify generally valid and thus reusable results [1].

The important task of monitoring already indicates the significance of evaluations. In previous work, they mainly focused on determining two aspects: i) Were the initial goals achieved? ii) Can the results be reused on a larger-scale?

However, our monitoring experience [2] revealed that this overall evaluation does not guarantee the reusability of previously obtained experiences in future (pilot) projects. The final report is a too large unit to efficiently share knowledge, comparison of existing final reports with an ongoing pilot project's setting is associated with too much effort. I.e., the cost-benefit ratio becomes negative. Therefore, we established a common structure for pilot projects in previous work [1]. It reduces the cost of sharing knowledge between the six phases of every pilot project: identification of a novel challenge, project initiation and public bidding, applications of potential participants, evaluation of applications by the initiator, execution, final evaluation.

We aim at intermediate evaluations of projects at the end of each phase. In this paper, we present detailed considerations on the required structures to efficiently share the experiences obtained by these



evaluations. A systematic interaction between project participants and a central collection of experience is required. The collection should be publicly and freely available. Moreover, project participants should be incentivized to share their experiences even if they are negative.

By establishing the presented structures, reusing existing knowledge and experiences is significantly simplified – the complete final report need not be reviewed. For future pilot projects as well as large-scale projects, the cost associated with reusing existing experiences and knowledge is reduced and the cost-benefit ratio improves. We reveal that structuring pilot projects into phases and systemizing the processes to reuse knowledge are two complementary parts for the success of pilot projects.

**REFERENCES:** [1] Gilcher, E. & Steinebach, G. Pilot Projects and their Significance in Approaching Challenges – Exemplified by Refugee Aid. Urban Planning and Environment Association Symposium (UPE12), 2016; [2] Gilcher, E. & Steinebach, G. Scientific monitoring of SKSL (Strong Communities, Strong Rural Areas) – a pilot project involving 13 municipalities. 2013 to 2016.

## 838 | MUNICIPAL FUNDING TOOL AND DEVELOPMENT PROCESS

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**ABSTRACT:** Since late 1980s, Tehran municipality became financially independent from the central government. As a result, the municipality utilised innovative tools to finance the city, such as selling excess construction density to developers, which enables the developers to construct taller buildings in exchange for a fee. This financing tool has generated significant amount of money for the municipality and boosted the construction sector yet, it was the first step towards relaxing the planning regulations and giving the power to developers to pursue their agendas. The aim of this research is to investigate the impacts of municipal fiscal decentralisation on the development process and planning system of Tehran.

The general orientation of this research is qualitative strategy. Primary data is collected from conducting 47 semi-structured interviews with housing developers and planners within public and private sectors in Tehran. To understand the interest and strategies of housing developers, interviews are conducted with developers working as individual developers or in construction companies. To collect data on various aspects of planning and financing the city, interviews are carried out with key informants who are or used to be members/officers of relevant departments of Urban Planning and Architecture High Council, Islamic City Council of Tehran, Ministry of Roads and Urban Development, Tehran Municipality, Regions Municipalities, Tehran Urban Planning and Research Centre, Commission No 5, Boomsaazgaan Consultant Company, and other Consultant Companies who prepared planning documents.

By careful analysis of the collected data on behind the scenes of development and planning process in Tehran, this study argues that financial dependency of Tehran Municipality on incomes generated from construction density charges, payable by housing construction developers, has resulted in occurrence of a type of market-led growth in specific areas of the city. Although it has been tried to harness this market-led growth by introducing a new plan for the city, the plan has experienced massive alterations and interventions to secure the benefit of developers and the municipality's income. Without providing an alternative source of income for Tehran Municipality, it is unlikely to have much success in planning for Tehran.

**SLOT T01.S12 | ROOM V0.04 | ALESSANDRO BALDUCCI |  
POLITECNICO DI MILANO**

## **284 | INCLUSIVE PLACE-BASED LEADERSHIP - A NEW BEACON FOR PLANNING THEORY, EDUCATION AND PRACTICE**

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**ABSTRACT:** Planning theorists, notwithstanding their long-standing interest in social and environmental justice, have paid very little attention to the way planners can act as local leaders to advance progressive values in the modern city. Leadership, in both theoretical and practical terms, is neglected despite the fact that planning professionals often point to the important role of bold and imaginative leadership in delivering effective planning policies. This paper, which takes account of the growth of right wing populism in both Europe and the USA, explores the changing nature of place-based leadership in our globalising world and considers the implications for planning theory, education and practice. The paper is organised into four parts. An opening section explains how, in discussions of public policy it is important to distinguish between 'place-less' and 'place-based' power. It will be hypothesised that, if planning is to be effective, those who exercise leadership in planning need to advocate the power of 'place' against 'place-less' power. A conceptual framework for understanding the power of place, and the relationship between place-based leadership and public innovation will be outlined. The second section will show how planning theorists have neglected 'leadership' and will consider possible explanations for this intellectual inattention. The third section will outline three examples of inspirational place-based leadership: 1) The City Office model of leadership in Bristol, UK; 2) Planning for social sustainability in Malmo, Sweden; and 3) Equity planning in Portland, Oregon, USA. The conceptual framework is used to help explain the role of planners in mediating conflicts and bringing about progressive change. The final section, in an effort to construct new avenues for planning scholarship, highlights three themes: 1) The need to combat the neglect of leadership theory in spatial planning theory, education and practice, 2) The relevance for planning of new insights relating to the leadership of public service innovation in challenging times, and 3) The possibilities for embedding inclusiveness as a core value in planning theory, education and practice. The discussion will suggest that planners can play a constructive and important role in the creation of the just city. Much depends on the local configuration of power. It follows that leadership behaviour and planning practice need to be tuned to the local context.

## **457 | REMEMBERING THE FUTURE: NEW CEMETERIES, POSTPOLITICS AND THE PARADOX OF PLANNING FOR HETEROTOPIC SPACE**

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**ABSTRACT:** Despite awareness of issues affecting an aging population, planning policy has very little to say about cemeteries, crematoria and other 'deathscapes'. A review of contemporary development plans has revealed that fewer than 20% of English local authorities have pro-active plans for cemeteries, whilst pressure for land for burial has been well documented in the media.

To consider why this may be the case, the paper presents a case study into the planning and development of a new cemetery and crematoria in a small English town. It does so with reference to Foucault's notion of 'heterotopia': places which are 'outside of all places, even though it may be possible to indicate their location in reality' (Foucault, 1986, p24). Drawing on observations and interviews, it argues that cemeteries represent something both unwanted and necessary; presenting a paradox for planners who want to provide for the public interest. By acknowledging the positive contribution which cemeteries can make through their promotion of local place attachment/identity and access to the transcendental, the paper challenges planning's role as providing purely instrumental goods within agreed frameworks of what is

possible. It questions whether by challenging established postpolitical norms, planning can embrace heterotopias and considers what the implications may be for planning practice and the concept of the public interest if this is case.

## 874 | THE COLLECTIVE OF ARCHITECTS. PORTRAIT OF AN EMBLEMATIC ACTOR OF OUR AGE.

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**ABSTRACT:** In recent years, the need for a new planning paradigm has been expressed by various authors. The major claims could be synthesized in calls for more flexibility, more engagement of the inhabitants and more awareness of the temporalities of the urban projects. In this context, variegated urban experimentations such as experiences of temporary reuse, flexible masterplans and urban tactics are gaining visibility and popularity. This trend is fostering the unfolding of a growing body of new professional realities, who promote appropriation of public space and the active engagement of local communities. This new generation of subversive, socially minded and politically-motivated groups are experimenting self-initiated projects, new forms of financing and alternative organizational structures, mostly in the form of multidisciplinary - and precarious - collectives. There have been different attempts to gather this kind of experiences under a label, spatial agency (Awan, Schneider, and Till 2011), interstitial activism (Doucet 2015), crossbench practitioners (Miessen 2011) are just some examples. Although the phenomenon could be considered marginal in relation to the scale of its impacts, this paper argues that these new urban actors are especially emblematic of the contemporary trends in urban transformation and their investigation could help to put into question central issues of the planning theory.

In fact, the analysis of these realities forces us to go beyond traditional dichotomies. Oppositions such as formal/informal or top-down/bottom-up are not helping us anymore to understand the ambivalent relationship, swinging from collaboration to opposition and vice versa, between these practices and the official planning policies. The same ambivalence is mirrored in the relationship with the so-called urban neoliberalism. On one side, these collectives are expression of an attitude towards self-entrepreneurship, flexibilization of labour and the provision of fragmented, quick and low-cost interventions, often part of the neighbourhood regeneration programs which are such a hallmark of the roll-out neoliberalizing city (Mayer 2013, 8). On the other side, it is also true that the same experiences could be framed as a response to urban neoliberalism, whose logic in the context of the so-called austerity urbanism does not leave much space to the socio-spatial self-consciousness of the professionals, who feel more and more depowered in the institutionalized workplaces and are looking for alternative and socially engaged roles. It is clear that in this context the categories of complicity or resistance are not fruitful to understand the complexity of the politics of architecture (Cupers 2014).

The aim of the paper, as an initiatory stage of a larger research, is to draw a portrait, a thick description of this emerging urban actor. It elaborates on fifteen qualitative semi-structured interviews with professionals dealing with urban tactics and it aims to highlight the working mechanism of such a structure. The theoretical framework is the ethnographic wave of studies focusing on practicing architectures (Jacobs and Merriman 2011) with the influence of Science and Technology Studies (STS). The inquiry is attempted in the conviction that the task of planning theory is often to catch up with planning practice itself, codifying and restating approaches to planning that practitioners have long since used (Fairstein and Campbell 2016, 12).

## 917 | BRIDGING GAPS AND UNCOVERING SYSTEMS OF MEANING: SPATIAL PLANNING AS CULTURAL ACTION.

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**ABSTRACT:** Creating common goods through cooperative urban planning is considered a normative ideal in contemporary scientific and societal debates about spatial development. But how is it working in practice? And how can (cooperative) planning processes as well as the (common) products resulting thereof be framed in terms of planning theory?

Drawing on recent debates about planning culture in planning science in the German speaking countries (Austria, Luxembourg, Switzerland and Germany) this paper is based on a cultural understanding of planning (Loepfle/Eisinger 2016; Chilla/Schulz 2014; Othengrafen/Reimer 2013). Such an understanding of planning encompasses a relational understanding of space and a holistic and meaning-oriented definition of culture. Accordingly the essential idea is that planning cultures are characterized by the way actors of planning think and act within their institutional frameworks, producing spaces of meaning through social practices. As an analytical theory, planning culture is aiming at a comprehension and comparison of different planning cultures that are embedded in certain structural contexts (Peer/Sondermann 2016).

In this paper empirical observations on cooperative practices in the field of urban gardening and greening are theorised based on a Grounded Theory approach. Using the case of cooperative green urban development in the cities of Düsseldorf and Hannover (Germany) the empirical bases are 19 qualitative interviews with actors from public administration and civil society, on-site visits and a document analysis. In result of a Grounded Theory coding an analytical model of (local) planning culture developed (Sondermann 2017).

The theoretical output of this research bridges the process-product gap as planning culture emphasis the tight connections between context-specific systems of meaning and planning practices (processes) to spaces as cultural artefacts (products). The focus is thereby on the systems of meaning and how they emerge through processes of communication, learning and rapprochement between the actors involved. How these systems of meaning guide planning-related actions will be exemplified by considering urban gardens as green urban commons, welfare-orientation as a guiding principle as well as cooperative planning and acting in public interest as normative ideals.

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# 1111 | URBAN PLANNING WITHIN THE CHALLENGES OF TRICKY WORDS

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**ABSTRACT:** In the last 20 years, a deliberate strategy of impoverishment of local governments argued the imperative need of:

- a) involving at all (public) costs, the private sector through the (Trojan horse of) governance (Miraftab 2004);
- b) designing big and shortsighted urban projects (frequently destroying public resources and ignoring public needs) through the mantra of the urban and territorial competition.

As it has been already noted, by elevating Governance above Government, and Economics above Politics, the global policy undermined nation- and state-building capacities in many Countries (Demmers, Jilberto, Hogenboom, 2004). Moreover, through the rhetoric on pluralism, the neo-liberal governance has contributed to shrink and destroy the relevance of public interest. In fact, behind the "screen" of the governance and the representation of citizenship amorphous and not qualified of diffuse interests, the deployment of capitalism has prevailed.

So, it legitimized the partial and strongest interests into shaping the public agenda within the polarized inequalities. In this framework, the paper will give some suggestions and advices for rethinking current problems, and trying to deal with them, by starting by the critical evaluation of some words we use. Moreover, by focusing on the ethic of responsibility and accountability of planners (and for most of us as planning scholars), the paper argues that a stronger role for planners and planning scholars has to do with our own field of responsibility (such as professionals/practitioners/scholars), and moreover with our commitment in building and using new theories and research approaches at least to:

- a) incorporate the 'others'/minorities by considering furthermore the interaction between capitalism accumulation in space and the minorities (Yiftachel 2013);
- b) improve critical urban theories mixing with place-based planning and research practices (Campbell 2012; 2014), by applying different approaches;
- c) co-produce (Watson 2014) a public model of development, being aware of the oligopolistic elites and extractive institutions (Acemoglu, Robinson, 2012).

In this perspective, planning theory needs to: - re-engage with the city and its ceaseless identity-power-resources conflict; - improve its theorization by mixing those from north and south, west and east (Watson, Yiftachel); - continue to be critical, as well as creative and positive; - politicize the professional planner.

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## **SLOT T02.S04 | ROOM V1.02 | ARTUR ROSA PIRES | UNIVERSIDADE DE AVEIRO**

### **100 | PROCESS-ORIENTATED LEARNING AS KEY ASPECT IN DEALING WITH UNCERTAINTY: EXPERIMENTAL TEACHING METHODS IN HIGHER EDUCATION IN SPATIAL PLANNING**

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**ABSTRACT:** Competing ideas, diverging interests, expected and unexpected interactions are key issues in spatial planning. So a planner is not only responsible for the supply of ideas in a very early phase of a process, but also to balance interests and to initiate interactions. This is a noble ambition which holds true regardless of different planning and political systems (SCHOLL 2012).

In times of social disturbances, uncertain futures or decreasing resources, methods for dealing with uncertainty become a basic skill for future planners. To deal with uncertainty in a planning process can be trained in education. In the programme of higher education in spatial planning in Switzerland at ETH Zurich different interdisciplinary teaching methods are continuously developed and extended.

Two yearlong study projects build the core of teaching activities. Students work collaboratively with authorities of different levels on real planning problems under assistance of experienced internal experts. Training with real problems during education leads to an ability to judge even in times of uncertainty. In addition to these core units a new learning unit interdisciplinary experimental simulation was established in the higher education of spatial planners some years ago. Experimental simulations are thought experiments in which by role-plays students take over the aims and argumentations of different disciplines and actors in a planning process. By combining own experiences of daily work situations with the perspective of the different roles they learn how to use arguments and how to react in situations when the problem is not at all clear yet. By the confrontation of the students with the „real problems in combination of their own passive knowledge they can be stimulated to learn how to solve complex problems. A third learning unit which even boosts both teaching and learning are short period projects abroad. They focus on dialogue in a variety of contexts in European regions facing difficult planning problems. In collaboration with other planning faculties, authorities and also companies on site, students work under difficult circumstances. The results are presented and discussed in a public event at the end of the one-week unit. This learning module is considered as the climax of the education of planners. On the one hand students gain an understanding of solving planning problems of European importance while keeping in mind local context-specific solutions. On the other hand they strengthen their multicultural competencies.

This interdisciplinary process-orientated approach balances even different basic educations like Geography, Architecture or Law. Recent surveys show that successful graduates take over challenging tasks and positions. This results in the recommendation to focus in higher education in spatial planning - especially in continuing education - much stronger on simulations of processes in interdisciplinary learning modules. Students can strengthen their personal competence to deal with uncertainty by learning to cope with opposition and criticism. Designing and testing arguments in a negotiating process that „feels real can multiply the personal learning success and leads to an underestimated intensification of learning and teaching. To awaken a fascination for testing, experimenting and solving problems is also a very demanding requirement for teaching professionals.

### **384 | MIKROAKADEMIE - BROADENING THE TEACHING CURRICULUM AND ENHANCING PARTICIPATION AND SELF- LEARNING.**

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**ABSTRACT:** The MIKROAKADEMIE (Micro-Academy) is a peer-to peer learning environment for planners, urban designers, architects and related fields established at TU Berlin in 2012/13. The concept arose during the project Innovation in Teaching: Teaching and Learning as a Counter-Current Process which was funded by Stifterverband's Fellowship for Innovation in University Teaching. At the center of scholarship lied the testing of multiple ideas for (timely-compatible) teaching of methods, tools, skills and techniques for representation and communication of planning-information and urban design.

Urban planners and designers are increasingly expected to be able to comprehensively communicate their ideas both verbally und visually. The growing demand on communication skills on various levels stems from the need to reduce obstacles facing the design and implementation processes through inclusion of the different actors. Due to the advancing digitalization there is also an increase in the number of technologies and applications, as well as in the speed at which they are being re-developed/-invented.

At the center of this teaching format lied therefor the testing of multiple ideas for (timely-compatible) teaching of methods, tools, skills and techniques for representation and communication of planning-information. MIKROAKADEMIEs allow students to co-teach and show each other essential skills and techniques needed for their studies and future career, while focusing on contents, which are extent upon the official curriculum or are not taught within it. Therein, it capitalizes on students' media literacy. Students pass on and co-develop their knowledge of communication and representation techniques for example in: photography, watercolor drawing, video, remote sensing, special use of GIS etc. and methods of urban design and participation such as: Urban Games and Design Thinking.

The MIKROAKADEMIE has become an established concept and accredited teaching form at TU Berlin. Hundreds of students have the opportunity to participate in elective seminars as learners and/or teachers. Consisting of approximately 3-4 workshops or seminars each semester the courses have been constantly monitored and evaluated by means of questionnaires on participants and student-teachers. Based on this we want to discuss the peer-learning format and its development – from the initial pilot to the now well-established course – and critically reflect the concept in the light of peer education programs in higher education and its key-features as well as possible ways of ahead. Using data from monitoring and evaluation – including students' opinions and reflexions on organization and management of the courses – this paper discusses MIKROAKADEMIE's impact at TU Berlin's BA and MA education in Urban Planning and Urban Design: How do students perceive MIKROAKADEMIE courses? What benefits do students and student-teachers see in learning and teaching? What are challenges and limitations of the teaching format?

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## 796 | USING BOUNDARY OBJECTS TO MAKE STUDENTS BROKERS ACROSS DISCIPLINES: A DIALOGUE BETWEEN STUDENTS AND THEIR LECTURERS ON BERTOLINI'S NODE-PLACE-MODEL

Lukas Gilliard<sup>1</sup>; Fabian Wenner<sup>1</sup>; Gal Biran Belahuski<sup>2</sup>; Elisabeth Nagl<sup>1</sup>; Anna Rodewald<sup>1</sup>; Fabian Schmid<sup>1</sup>; Maximilian Stechele<sup>1</sup>; Michael Zetti<sup>1</sup>; Michael Bentlage<sup>1</sup>; Alain Thierstein<sup>1</sup>

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**ABSTRACT:** Competencies required for steering urban development sustainably are scattered among various disciplines. Most prominently, this has been acknowledged by the growing community of planners in the field of transportation and urban development promoting an integrative approach known as transit-oriented development (TOD). Disciplinary traditions including different ways of thinking and doing as well as a strong vertical organisation of public administration form major obstacles for TOD and other interdisciplinary approaches to urban development. The implementation of TOD principles in plans and planning policy is usually dependent on strong individuals brokering across disciplinary and departmental boundaries.

Boundary objects (Wenger 2000) can help sustaining the effort of individuals promoting integrative planning approaches against institutional and disciplinary rigidness. These objects allow practitioners of different disciplines to discuss common challenges without constant guidance of interdisciplinary experts.

The development of boundary objects is therefore crucial in order to support current brokers (ibid.) and provide continuity when brokers are unavailable.

We believe that Bertolini's (1999) node-place-model can be such a boundary object. We test our hypothesis as part of two design studio courses confronting urban design students with the task of developing their own design brief based on a node-place-analysis – a systematic quantification of both accessibility and activity at transit stations. We conducted the course twice while testing our approach on two scales: a city-wide node-place-analysis of the city of Munich with goal of designing a small city quarter and a node-place-analysis of the entire metropolitan region of Munich with the goal of developing a spatial strategy for the City of Ingolstadt, a key economic node within the metropolitan region.

The paper employs a dialogic, discursive evaluation technique, in which the lecturers as well as the students discuss whether or not the node-place-model enables us to understand better the relationship between transit and urban development and to develop spatial strategies based upon an integrative approach.

Our discussion reveals that the node-place-model, despite of or perhaps due to its compelling simplicity, cannot necessarily bridge disciplinary boundaries successfully. The model does not comprise mechanisms about how both domains are qualitatively linked. It simplifies node and place into quantitative variables without providing sufficient guidance on operationalisation. Operationalising the model is often subject to misinterpretation. The schematic quantitative nature of the model incites users to blindly apply calculated results.

We therefore reject our hypothesis and conclude that the node-place-model may not be suitable as a boundary object in planning practice. Due to above mentioned shortcoming, it cannot serve as a common tool across disciplinary boundaries. However, both lecturers and students see value in the model as a didactic instrument. It initiates food for thought during a discursive process that may lead students to become brokers across domains. The model forces students to connect and integrate knowledge of multiple domains. It raises awareness for the pitfalls of interdisciplinary issues, but at the same time also enforces a critical stance on simplified quantitative implementations.

## 825 | TRANSDISCIPLINARY APPROACH IN URBAN PLANNING AND PROBLEM-BASED LEARNING AS A TEACHING PARADIGM

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**ABSTRACT:** The praxis of an architect and urban planner requires an integrated over view of the physical environment and of the human systems therein. The way this imperative for integrative knowledge becomes part of planners' learning skills and a rule in design practise has been a matter of debate. Two aspects of this debate are worth referring. One discussion relates to the role and place of interdisciplinary and transdisciplinary thinking in design and planning practice. Another aspect is associated with the development of reflective skills in planning and design curricula.

This presentation is about the paradigm shift on the educational approach, turning disconnected disciplinary issues in a transdisciplinary discourse, providing students with theory, technics and tools for reading complex and fragmented territories for the formulation of proposals for actions that frame the intervention of planning and public policies in the process of designing the city.

Traditionally, at the Faculty of Architecture at the University of Lisbon, students at the 4th year must follow courses in Urban Administration, GIS, and Theory and Methods of Urbanism. These are taught isolated and most of the times with independent case studies.

The municipality of Amadora is a diverse, dynamic and complex territory, part of the Lisbon Metropolitan Area, and therefore a challenging lab for urban planners. Its municipal council is now reviewing the 1993 Master Plan and opened an opportunity for students to collaborate in this process framed by the above mentioned courses.

Examples of the work done with the students which will be part of the Master's Plan reviewing process, are presented and discussed, highlighting the weaknesses and potentialities observed and pointing to a

reflection on the potential of a transdisciplinary approach and problem-based and action oriented learning in teaching urban planning.

## 983 | REFLECTIONS ON THE DESIGN OF SPACES FOR DIALOGUE IN PLANNING EDUCATION

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**ABSTRACT:** Planners are dealing with wicked problems, but they don't have the right to be wrong (Rittel/Webber 1973). Particularly in times of rapid change, they are confronted with a multitude of tasks and conflicting interests, frequently also with a lack of resources and staff, with fuzzy guidelines and unclear political coalitions that are not always particularly helpful when it comes to equitable problem solutions. Against this background, planning theorists have observed a paradigmatic change from positivist to interpretative planning approaches where communication and dialogue are essential (Davoudi 2012). Planning schools need to prepare planners for acting and communicating responsibly in increasingly complex and complicated environments. But higher education has also been undergoing changes following the Bologna process and other higher education reforms, which aimed to make higher education more efficient and competency-oriented. This has opened up new opportunities, e.g. in terms of recognition of certificates and students' mobility, but it has also challenged education formats which do not comply with standardized teaching formats and cannot be directly valued and translated into marketable assets. This may in fact impact a planning education which prepares planners for dealing with wicked problems in complex social environments.

The paper unfolds this argument along recent discussions at Dortmund's Faculty of Spatial Planning fueled by the introduction of grades for 3rd year bachelor student projects. It first shows that projects have been a central element of planning education in Dortmund from the very beginning. The faculty's founders argued that projects combine science, practice-oriented qualification, political critique and emancipation quasi naturally (Ernst et al. 1978: 290). Against the background of the crisis of the Ruhr Area, many faculty members imagined it as institutionally guaranteed open space for political action (ibid: 294) – and thus as space of dialogue and self-reflection where different perspectives could meet to solve commonly defined problems. To provide these free spaces, projects used to have a high share of hours in class, but no grades. Until today, lecturers are relatively free to design their projects in terms of topics, methods and communication styles.

In the second part, we present some questions about key competencies for planners which came up in debates about the introduction of grades in Dortmund. What makes a good planner? What skills – beyond strictly technical and scholarly knowledge – does he/she need to succeed in planning practice? While students have always been evaluating projects positively in terms of debate culture, team organizing, problem structuring, and conflict management, there have also recently been complaints about the invisibility of individual performance, an unequal share of workloads and the free rider problem. Thus some students welcome the introduction of grades to avoid these problems.

We reflect in the third part the particular benefit of ungraded spaces in terms of important skills such as critical self-reflection, self-motivation, or mutual understanding in diverse team work settings. We argue that planners who face the task of creating spaces of dialogue for places of dignity need safe spaces in their curriculum in order to reflect themselves and their professional environments. How can and must teaching formats be designed to create these spaces?

## SLOT T03.S04 | ROOM V1.03 | CAMILLA PERRONE, ROBERTO ROCCO | UNIVERSITY OF FLORENCE; TU DELFT

### 301 | SOCIO-SPATIAL JUSTICE: THE SOCIAL STRUGGLE FOR THE ACCESS TO BASIC RIGHTS SUCH AS HOUSING OR SUPPLIES IN SPAIN

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**ABSTRACT:** About one million and a half families live in Spain in self-built housing with an informal access to the supplies, to which more than 500,000 families have been added after being evicted from their homes after the crash of the real estate market in 2008. The response of Spanish local communities has been the emergence of a networked social movement called Plataforma de Afectados por la Hipoteca (PAH; the Spanish Mortgage Victims Group) that aims at building a sustainable future by claiming the right to housing and other rights like electricity supplies. This networked movement has been fueled by its ability to create a hybrid space between communication networks and occupied urban space in which face-to-face assemblies and protests take place. The modes to operate of the PAH have been replicated by other movements, and their logics have contributed to transforming institutions and their political agenda.

In this work we want to show the impact of the economic recession on the access for communities and families to the basics rights as housing or the electricity supplies, as well as the dissemination of the PAH's logics to other actors as the way to address the challenge. In this paper we are willing to unpack the concept of hybrid space, developed by Manuel Castells and informed by the dynamics of the PAH and to other movements emerged by imitation of the PAH. We will also analyze the impact of the struggles of these movements in the transformation of the political agendas made by the new institutional spaces such as in Madrid, Aragón or Barcelona. All of this will be done by a close look of the PAH and other movements, via participation in assemblies and the observation of other activities such as their use of social networks as well as by interviewing other actors and observing the new policies proposed in the medias regarding the right to housing or to electricity supply.

Finally, we will discuss how networked urban social movements as PAH have the ability to create spaces of citizenship that challenge the taken-for-granted principles of capitalism, such as the powerful discourse about the primacy of property rights over the right to housing.

### 916 | OPENING DIALOGICAL SPACES THROUGH SCIENTIFIC RESEARCH. WHEN THE MEMBERS OF A FISHING COMMUNITY BECOME RESEARCHERS OF THEIR OWN PRACTICES

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**ABSTRACT:** Being one of the marginal cultural groups in the urban conurbation movement, local fishing communities occupy a subjugate place in which their socioeconomic and cultural invisibility is revealed by their intellectual invisibility (Mesquita, 2016). The spatial and temporal political constraints beyond local social and cultural prejudices impose to these communities some of their urban boundaries (Laporta, 2014). Can academic labour contribute to create spaces of dialogue in which their intellectual invisibility is uncovered? For whom has the academic labour been developed? Has it been constructed to an active, networked and responsible local citizenship? In this paper, I share a theoretical-methodological framework of a bottom-up research in development with a fishing urban community, situated in Costa de Caparica / Portugal, which has been reinforced itself as a strong tool to alternative academic processes of participation - developing dialogical, co-shared, and open spaces. As the research brings forward, the role of the fishermen in the local political decision-making is increasingly ensured, thus contributing to the construction of local coastal governance (Vasconcelos, 2015). In this research, the central exercise has been the collective construction of a transdisciplinary and transcultural posture by all participants that has

allowed us to grow a political philosophy of our practices through different levels of participation. The emphasis given to participation in this critical ethnography derives from central points revealed in previous research (Mesquita, 2011; Mesquita, 2014; Mesquita, 2016), such as (1) the explicit political focus of research, not merely as description and interpretation but assuming a critical approach that seeks to question the actions and policies faced by people enmeshed in oppressive and displaced situations; (2) the deliberate diminishing of the researcher/researched divide, reinforcing the need to involve participants as co-researchers with a stake in constructing the research agenda, interpreting results, and suggesting avenues for action; (3) the challenge of bridging micro-level interactions and macro structures, shifting research focus from simply exposing complexities and nuances of everyday experiences to concomitantly unravelling and dismantling the power-laden social, economic, political, and cultural processes that structure those experiences; and (4) the establishment of equity among different types and levels of knowledge/learning practices favouring their coexistence and articulation to give support to sounder and more solidary decisions. Based on this central points and in this research case, I propose a discussion around the political flow in the academic labour space, which has secured the unbroken closure regarding local, traditional, and informal knowledges in the scientific researches, opening it to be discussed and used by all participants of a research and breaking it, as Tragtenberg (1974) claimed, in terms of gap among those who do the intellectual labour (the decision-makers) and those who use it (the executants).

## 927 | CONSENSUS BUILDING BETWEEN STAKEHOLDERS WITH CONFLICTING INTERESTS: LESSONS FROM KALARANNA, TALLINN, AND MEZAPARK, RIGA

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**ABSTRACT:** Citizen participation in planning is a well established practice in Western world. Following the best practices, planning legislation of new democracies, Estonia and Latvia, requires public approval of urban development plans. However, resident community outcry during the public discussions of recent detailed plans for waterfront areas, Kalaranna in Tallinn and Mezaparks in Riga, highlighted the deficiency of existing citizen engagement modes.

Current case study explores the conflicts between resident communities and developers during the design and approval process of the detailed plans. It is conducted in the framework of a broader research on citizen participation in planning in the Baltic countries, which aims to develop a locally viable methodology for public engagement. The case study aims to discover the issues arising from actor position differences in the negotiation process which hamper consensus building. It, also, aims to examine the role of the municipality in mediating the conflicts. The main goal is to understand what, when and how should be modified in citizen engagement process to avoid conflicts in the future. The conflicts are examined using the review of articles and comments in the media and semi-structured audio recorded interviews with five stakeholder groups, residents, developers, designers, municipality and independent experts.

The outcomes show the number of issues hampering consensus building, most crucial of them being mutual bias and mistrust between residents and developers, lack of municipal leadership in aligning stakeholder interests, wrong timing of public engagement.

## 949 | THE PRODUCTION OF COMMON SPACES IN BUILDINGS OF VILA VIVA AT 'AGLOMERADO DA SERRA', BRAZIL

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**ABSTRACT:** The production of space in Brazilian 'favelas' is spontaneous, continuous and self-produced - and often, self-built. There is a diversity of uses of public and private spaces, such as everyday life, work and play. The occupation process is precarious and requires an active procedure in interaction among neighbourhood residents to improve common facilities. The existence of 'favelas' comes from the process of exclusion of the working class in Brazilian cities.



Belo Horizonte, capital of one of the most populous states in Brazil, is a planned city that was only established 119 years ago, and yet has multiple illegal occupations. Since the beginning of its construction there was no space in the urban zone for the builders. In the history of the city, the state has tried to change 'favelas', with removals or transformation of the spaces where poor people live. In 2005, the construction works of the Vila Viva Programme for urbanization begins in Agglomerado da Serra, one of the biggest 'favelas' in the city. It includes the planning and paving of a four-lane road - without taking into account the interests of the local population and removing a large part of the dwellers -, creation of parks - that prohibited popular access and were abandoned - and the construction of buildings. The buildings were constructed to resettle a small part of the original dwellers of Agglomerado da Serra that were removed. The production of spaces is a heteronomous process, as it is with formal city. The adjustment of people that used to live in 'favelas' to life in these buildings is difficult and many of them sell the apartments even before the distribution of contracts. They miss the plants and the raising of animals that played a part in their domestic economy. Kids are not allowed to stay in the streets that lead to the buildings, as they used to do in the 'favelas'. There is no place in the houses to have parties or barbecues on the weekends, which was common before. The markets are very far from the buildings, creating everyday life problems, and people are not allowed to conduct any economic activities in the buildings. However, life in the 'favela' was transformed with Vila Viva, creating new necessities, such as the use of cars. In spite of the prohibitions of the Program, after the implementation of Vila Viva the dwellers are still producing spaces. New uses, adaptations and even interventions are remodelling the heteronomous space. Children use the entrance of the buildings to play and some people have even started to sell products and services at home with plaques to announce their activity. Some transformations of space have begun to emerge, like accommodation of common spaces for plants, animals and barbecues. People come up with solutions for the creation of new roofs and seats with the materials they have at their disposal. Forms of privatization of these common spaces are present too, such as parking spaces and mechanic services.

In order to better understand the maker culture implicit in the interventions in the everyday spaces already taking place, this paper describes an action-research I am conducting with a few dwellers at Agglomerado da Serra. Drawing from Michel Thiollent we are promoting actions and seminars with the engagement of the dwellers to identify in which degree such interventions are transgressive and in which degree they promote relevant changes in everyday conditions. The research has a visual approach, with photographic essays.

## 1092 | HETEROTOPIA AS THE COLLECTIVE PRODUCTION OF URBAN COMMON SPACE; THE CASE OF KUĞULU PARK

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**ABSTRACT:** The concept of space has always been playing a central role in the formation of social order and relations. Throughout history various perceptions of space and their impacts within society stood out, leading to debates on space, power and hegemony relations. One can claim that space has the potential of forming social relations and enabling social manifestations, or else it acts as an instrument, through which power relations are maintained and reproduced. Even though the role of space have been dictated to assure the continuity of the prevailing hegemony for the most part, an evolving paradigm focuses on the variations and alterations within the production of space that creates the spaces of otherness; Heterotopias. Based on the deviation of social norms, heterotopias do not reflect a main oppressing objective; instead these in between spaces enable formation of different networks of ideas while giving rise to heterogeneity and multiplicity. Resisting the social barriers and unjust enclaves, heterotopias could constitute platforms of confrontation, negotiation and compromise. The penetrable structure of contemporary heterotopic spaces enables direct participation of urban dwellers where collective production is sustained. Those spaces are open to constant reinterpretation and invention of the citizens, creating a common space which is accessible to all social cooperation. They decommify the city by empowering citizens, social movements and collective action. This particular system rebuilds the role of planner and the society by initiating a distinctive form of participation.

In the sense of collective production of heterotopia and how users have the power of altering space through heterotopic spaces, the case of Kuğulu Park is discussed where a neighborhood park became one of the key figures in Ankara through the transformation it had undergone both in its space and its cognitive concept. Established in 1958, the park altered into a resistance and recreational place by the engagement of city dwellers into the production process of space through social movements. The heterotopic structure of the park formed networks of relations between citizens where bottom up process is promoted and the interaction of different participation groups is reinforced. This study examines the concept of space which is composed of networks of relations, emphasizes the contributions of heterotopic spaces into the domain

of urban planning and discussed the roles and responsibilities of both the planners and citizens through  
the case of Kuğulu Park.

## SLOT T04.S04 | ROOM GA2 | FATMA TANIS | DELFT UNIVERSITY OF TECHNOLOGY

### 297 | E-CAMPUS SPACE--REVISITING THE LIFE AND DEATH OF THE CAMPUS URBAN LIFE

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**ABSTRACT:** How has Wi-Fi and smartphones changed the excitement of the Campus urban space? To what extent has it de-engaged students from themselves and their surrounding? How has the culture of cell phones affected the on-campus communication style in public spaces among the younger generation?

The study is a continuation of the dialogue generated by Keith Hampton, Lee Humphreys and others on the impact of mobile phones in public spaces. However, it chooses to focus on ME Gulf City Campus Life. Campus life has traditionally been one of the most engaging aspects of an urban space. The common age-group, major of study, interest and common agenda has branded the university life to become so memorable in the development and growth of a student, perhaps so more than any other urban space in the city. Ever since the introduction of virtual space, that aspect seem to have changed.

This study aims to investigate the effects of cell phones on how people interact, connect and perceive campus urban spaces. It investigates some aspects of the culture of cell phones in the design of urban spaces. These aspects of how people connect and perceive urban spaces, their cognitive abilities, communication skills, behavior and face to face interactions are just few effects of cell phones in shaping the identity of people and places. The study finally investigates whether the design of the space affects how people use their phones or are there other factors that play a role in that. For this research, the students of the American University of Sharjah (AUS) are surveyed for the case study.

The findings includes insights about what motivates people to use their phones in public spaces and how physical elements of a space such as the provision of various seating options, soft scape, good views, etc. would affect the likelihood of using cell phones.

### 369 | REGENERATION STRATEGY AND EVALUATION OF SHANGHAI HUANGPU RIVER UNDER THE BACKGROUND OF TRANSFORMATION AND DEVELOPMENT

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**ABSTRACT:** Shanghai, as China's economic, financial, trade center, as well as national historical and cultural city, is undergoing urban transformation, to the global city forward. Shanghai City Master Plan (2016-2040) put forward the global city - innovation city, eco-city, the city of humanities, the goal. However, with the development of urbanization, Shanghai has entered the stage of inventory development. Connotative development has become Shanghai's Development Strategy, including innovation dynamics, city vitality, city regeneration, inventory planning, city character.

The research object of this article is the regeneration strategy of the Huangpu River area in recent 15 years. Huangpu River is Shanghai's mother river, 61 km from north to south, through the central city of eight districts. The Huangpu River series has a lot of historical features of the city heritage areas, including the Old City, the Bund, Origin of modern industry, Lujiazui modern financial district, the Expo area, the old dockland. Planning area along riversides is about 144 square kilometers. The leading group for the regeneration of the Huangpu River was established In 2002 by Shanghai city government, overall planning and construction.

In this article, the policy analysis, planning interpretation, construction implementation and preliminary evaluation of the regeneration will be carried out by field investigation, interviews, analysis and comparison, and data analysis. Regeneration Strategy and Implementation Evaluation Framework (nearly 15 years) of Huangpu River will be erected. This article will focus on two types of regional - the Expo area and the old Dockland area: one as a follow-up developing area after the famous exhibition, one as the urban historic landscape (city heritage) conservation and developing. This article discusses the strategy of regeneration as a reconnection of the city from the aspects of the predominant industry implantation, the evolution of the functional structure, the publicity of the waterfront, the preservation of the urban fabric, the inheritance of the cultural heritage and the construction of the integrated new landmark. This article analyzes the implementation process from the planning, construction, operation and consequent use process of the Shanghai World Expo site in 2003. The old dockland is located in south of the Bund and east of the old city, representing the modern inland shipping characteristics. It is a continuous evolution of the cultural landscape. The implementation process is analyzed from the aspects of special study, planning and design, key project advancement and overall reform. The implementation results are evaluated from the aspects of functional transformation, building conservation and reconstruction, historical preservation and human settlement improvement. Also discusses the gentrification, authenticity and continuity.

Shanghai is China's fastest region of urbanization process over 90% urbanization rate. The demand for development represents the aspirations of many cities. Shanghai has promulgated a series of regulations, standards, codes to promote urban regeneration. The government-led integration of business and personal strength system represents the local characteristics of Shanghai. New City Agenda in HABITAT III said, culture is the key source to what makes cities attractive, creative and sustainable. The urban heritage conservation and the scientific development of city will be taken seriously.

## 1105 | THE COLLECTIVE SPACES SYSTEM IN COASTAL AREAS PLANNING – THE IMPORTANCE OF BUILDING A THEORETICAL FRAMEWORK OF EVALUATION OF THE APPROACH OF DIFFERENT

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**ABSTRACT:** The specialised literature links the collective spaces system (SEC, in its Portuguese abbreviation) to: the foundation that structures the urbanized areas; the network that coordinates the different aspects of urbanisation, relating them to each other; the set of spaces the individual travels and from which he interprets and understands the city; the grid which organizes the building and which endures beyond it; an urban value, able to trigger, on its own, other economic or cultural processes, leading to investment and local initiatives; a driving force of local experiences; and the pillar of a Corbusian balance.

Thus, inter alia, for reasons relating to: the need of structuring the urbanized areas; the urgency of coordinating and relating the constituent aspects of urbanisation; the importance of providing interpretation to the city; the significance of organising the building; the promotion of local initiatives and local experiences; and the urban improvement itself, the role of the SEC in planning should be, nowadays, a central issue of debate.

This debate becomes all the more important in coastal areas, where, due to agricultural productivity, fishery or energy production, or even for reasons relating to infrastructure concentration, cultural heritage and these spaces potential for touristic and leisure activities, the concentration of population is ultimately significant.

However, despite the fact that coastal areas planning tools have been directing a multitude of operations for the improvement of collective use spaces in these areas, these measures' contribution regarding the planning of the above areas is still unknown.

Furthermore, upon consideration of thirty nine coastal areas planning tools, evidences that the improvement of collective use spaces has been promoted with environmental protection goals were, predominantly, found.

If these evidences are verified, then limitations might arise with respect to the contribution of these tools for the coastal areas planning. This article aims to highlight the need of building a theoretical framework which, when applied to different cases and contexts, allows us to undertake this evaluation.

Keywords: collective spaces system, coastal areas planning, coastal areas planning tools, theoretical framework of evaluation.

## 1269 | RE-THINKING ISTANBUL'S WATERFRONTS: HALICPORT AND GALATAPORT PROJECTS

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**ABSTRACT:** Istanbul has wide and prosperous heritage. Karakoy and Halic waterfronts host part of them. Both districts are located in the core of the city, where Bosphorus and Golden Horn meet. This study focuses particularly former port & shipyard facilities together with their built environment and their transformation.

Shipyards and former port facilities on waterfronts became derelict and vacant after deindustrialisation and containerisation. Istanbul has currently undertaken waterfront regeneration projects in Karakoy-Warehouse District and Halic Shipyards located on Golden Horn, which are commonly known as Halic Port and Galataport Projects.

Each district has unique character within the complexity and multi-layered accumulated naval history. Shipyard itself had shaped its built environment, military imperial school of naval engineering was founded in order to raise qualified naval engineers, labor class, who worked in shipyards moved to the neighbourhood around the shipyard and settle down, mosques were built for the community, and other all required functions had been directly influenced the Halic and its territory due to producing ships for the empire. Karakoy is a former port area, which has been partly transformed in time. Today, cruise ships approaching to the passenger terminal, however handling facilities are no longer in use for port actions. Waterfront is not considered as public space due to passenger terminal and dereliction of shipyards.

The terms of waterfront revitalizations, redevelopments and regeneration projects as scholars call in recent decades, are not new phenomenon in the wide research field, however, development process, approaches, and planning strategies are heavily depending on the development level of countries and cities. Waterfront regeneration projects from each decade have been evolving hand in a hand. Each project is an opportunity to observe outcomes and address idealized planning approaches and strategies. In the broader scale, Istanbul is chosen by the author in order to discuss how this knowledge can be embedded in forthcoming regeneration projects' development strategies. On one hand, the paper aims to analyze planning approaches in European Regeneration Projects and to engage some ideas for Istanbul's waterfront's future. On the other hand, it especially focuses on re-emerging species with water and asks how waterfront areas can be transformed into public spaces for beneficial uses of public interests. In order to address this question, selected waterfront regeneration projects and shipyard transformations' development approaches will be examined in terms of creating public spaces. Apart from bringing ideas for development projects, the study aims to assess the extent discussion further planning strategies.

## 1274 | NARRATIVE AS A TOOL FOR DIALOGUE BETWEEN PAST AND FUTURE OF A PORT CITY

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**ABSTRACT:** Port cities have invaluable heritage, which had been shaped in multi-cultural atmosphere through their diverse network. However, they have been transformation in tangible and intangible sense around the world since 1960s. Early examples were applied in North America, continued in other port cities later on. Most of the contemporary spaces in former port areas are not related directly to port actions. Regeneration projects usually answer the purpose of housing, offices, cultural buildings, educational buildings, public utilities and recreational uses etc.

Contemporary spatial figures are erected in former port areas and created spaces for present day users. Tangible historical references of city usually influence design and planning approaches. But do designers and planners include intangible references to further developments as well? Today, port cities are becoming more coastal cities which are located on waterfront with lack of port atmosphere. Port related spaces that are mostly first and second generation port facilities' heritage left to be abandoned after port actions declined, and regeneration projects are no longer producing spaces for the sake of maintaining port activities. Although port is not a physical part of city core anymore, port still makes money. Port actions created important network owing to geographical value during the history, city thus gained considerable socio economic power and brought value to city dynamics. As a consequence, city still works perfectly and very attractive for stakeholders, investors, as well as employees. Even though some of 3rd generation ports might be administrated by cross-border based companies and host only cargo handling facilities within city borders, it still finances the new face of port city that are implied in former port areas, therefore port still influences its city in terms of architecture and urbanism.

Despite port city still under affection of port, there is a lack of connection to its accumulated port culture. This paper asks and aims to examine: Can port city narratives be used as a tool for dialogue between its past and future and maintain the port culture for future?



**SLOT T04.S12 | ROOM GA4 | RENATE BORNBERG | TU WIEN**

## **270 | MULTI-CULTURAL URBAN DESIGN FOR INCLUSIVE CITIES. SOME IDEAS FOR INTEGRATION OF MINORITIES**

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**ABSTRACT:** Europe has received recently many thousands of refugees, mainly from Syria. In Germany, the government of Angela Merkel has pronounced its will to welcome refugees and expressed their will to not only let them live in Germany, but to integrate them. This means, that people from abroad should be allowed to express their cultural identity, at least to the extend that it is not against the German constitution. One important part will play the role of urban design, since it is the three dimensional communication system of humans. As human behavioural science points out, the three dimensional environment of villages and cities implies codes that each society creates and has to be learned as much as a language. These settings therefore are culturally dependent and vary from country to country, from society to society.

If Germany wants to integrate people from abroad (actually not only refugees), then it would be important to provide residents with a different cultural background the kind of setting they are used to. However, it must be done in a way, that German residents are still able to live their traditional way and their way of urban life they used to. In order to bring these goals together, it is in the first place important to analyse settlement structures.

In this paper traditional settlement patterns from the near and middle east, namely from Syria, Morocco and Iran, will be analysed and compared to the village and town patterns from Germany, including a view on the planning culture of both hemispheres. It will then be outlined which foreign settings and city models would easily blend into German and other European towns and how cities could be adopted towards such ideas. The limits and problems will be discussed here as well.

With this approach an important step could be made towards the goals of the EU (for example the current EU Cohesion policy for inclusive cities) to integrate minorities in cities, and to meet the targets of the German government to integrate and not to assimilate foreigners.

## **464 | VILLAGE IN THE CITY IN CHINA AS PRODUCT OF POPULATION STRATIFICATION AND SOCIAL RELATIONSHIP REPRODUCTION-CASE OF JIANGDONG VILLAGE IN NANJING**

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**ABSTRACT:** Village in the city is a special social-space pattern in rapid urbanization of China. As long as the city keeps expanding, it will encircle the village which then becomes village in the city. It's a general phenomenon in developing countries.

On one hand, village in the city provides cheap living space and low-cost developing space for huge influx of migrants to the city. On the other hand, village in the city helps Chinese government to realize rapid urbanization at a low price. That is because the government only confiscates cheap arable land, not high-cost rural construction land—village. Therefore, massive sporadic island villages in the city coexists with bright urban modernization.

Traditional villages tied with blood relationship, affinity, geography, Chinese clan, folk religion and village rules is being split rapidly as population influx increase rapidly. Village in the city becomes mixed habitation of villagers, immigrants and low-earned city dwellers. Thus, village in the city is the third space between city and village, which is filled with interest friction and cultural conflict, communication and

cohesion. No doubt, immigrants want to integrate into city life while villagers still want to keep their rural residence.

At the same time, the imbalance of urban-rural development in China comes to an extreme. The world average rural-urban income gap is 1.5 times while the one of China is 3.3 times. After Chinese reform and openness, spatial productive accumulation of Chinese cities is based on plunder of rural areas. Chinese urbanization is done by making severe urban-rural imbalance proactively.

This article uses Jiangdong Village as a research subject to analyze three aspects of its spatial production as follows: the historic changes, reproduction of social relationship and the new space creating in order to dissect population stratification, diverse artificial-environmental producing and changes of villagers' social life. Eventually, Jiangdong Village is transformed to a middle-class neighborhood by city which represents new production relationship and social structure have been built. Not only new space but also new social boundary are being created and shaped.

## 703 | A COMPARATIVE ANALYSIS OF URBAN DESIGN DECISION-MAKING ACROSS THE UK

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**ABSTRACT:** The decision-making environment within which urban design takes place varies across UK. Different political contexts and governance arrangements at a regional level have a bearing on the configuration of such decision-making environments. Despite devolution having taken place twenty years ago, there has been little attempt to compare the different governance contexts and the varying cultures of urban design practice that have emerged as a result. This research presents an analysis of the different decision-making environments within which urban design is practised across the UK regions.

The research is important as it contributes to more informed and evidence based decision-making within urban design. When the urban design process is poorly designed, the economic, social and environmental costs to society can be significant. By understanding the different regional contexts, the unique constraints and opportunities for the field are uncovered so that the decision-making environment is able to be consciously designed, and more likely to deliver successful outcomes.

This paper is of benefit to academics and professionals that are concerned with urban design practice, particularly now that expertise is mobile and shared globally. Initially the paper explores the evolution of urban design thinking in the UK from its roots through to the present day. This is achieved by using the urban design literature to identify the origins, key phases, shifts in thinking and responses within different governance regimes. Secondly, perspectives from experts across the UK are analysed to understand how the different cultures of urban design require unique decision-making environments in order to be effective. Finally, a typology of the urban design decision-making environment is presented to conceptualise the differences in thinking across the UK.

A chronological review of urban design literature is carried out in the UK to expose the evolution of the field since the 1960s. Semi-structured interviews from urban design academics, professionals and policy-makers are analysed to uncover the different cultures of urban design practice that exist. This is then able to be mapped to a procedural typology that identifies the tools, methods, principles and power relations that play out within the urban design decision-making environment. The findings of the research highlight the complexity of urban design as a non-linear collaborative process that mediates between multiple priorities and interests. Concepts of time and culture are explored to explain how different legislative and policy shifts have impacted on these unique and complex decision-making environments.

The procedural typology presented in this paper can be used as an analytical tool for exploring international mobility of expertise and sharing best practice in urban design across different contexts worldwide. For the UK in particular the implications of changing governance contexts on the urban design decision-making environment is particularly significant as the transition to a post-Brexit development landscape starts to unfold. This research presents a timely analysis of the development of urban design since the UK's last significant devolution shift and lays the foundations of how the field may go forward into this next phase of governance.

## 735 | THE POWER OF PLACES IN TIMES OF CHANGE: STORIES FROM THE CITY OF PORTO

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**ABSTRACT:** Even in times of crisis, or especially in times of crisis, urban spaces have the potential and capacity to come alive. Often, these times are more creative and citizen engagement is more powerful. As opposed to spaces of consumerism, people tend to use, experience and appropriate more the city and their public spaces, and pursue meaningful places, where they find the extension of their homes and a certain feeling of attachment.

From literature review, one can find extensive arguments on how to successfully turn one place around. The purpose of the paper is to focus on one key aspect, i.e. successful urban places lies strongly in identifying and developing the generative power of places. This generative power is the capacity of a place to flourish and reinvent itself, revealing the location's unique character - most of the times with the help of local community action, groups of individuals' initiatives, and small investments. Other favourable external and internal forces are also crucial to a positive outcome, and will not be forgotten.

By focusing on the city of Porto, the paper aims at undertaking a comprehensive study of the changing process of certain spaces in the city centre in the last two decades (supported by statistic and empirical data, interviews with local agents, and local observation). Ultimately, it intends to understand the role of planning, in particular, analysing how planning has been regulating the interventions and mediating the agents, stakeholders and community. Specifically, it expects to evaluate the risk of loosing the 'true local character' in this transformation strongly influenced by global versus local values, and evaluate social conflicts and segregation processes between locals, and new residents or visitors, in such a typical neighbourhood.

Porto, as a city with a strong character, is an interesting case because of a concentration of different events in the last two decades that led to a huge urban transformation in the city centre. Despite being a shrinking city and despite the economic crisis, Porto has been witnessing a profound urban conversion. In the 1990s, the city was undertaking a severe loss of population in central areas, bringing a feeling of crisis to the city. Although, the historical old part of the city is a UNESCO heritage, the condition and characteristics of the building stock encourages the exodus of living population to the outskirts. Old buildings, narrow streets, few green spaces, are just some of the characteristics of a peculiar urban tissue, interesting and beautiful to outsiders and tourists, but not attractive to the inhabitants. Recently, the situation changed. Important events can be associated with the flourishing of the city: the European Capital of Culture in 2001, the urban regeneration program in the centre initiated in 2004, and the low cost airlines operating in Porto since 2005. These events and initiatives, in a difficult economic context, were crucial in establishing beneficial foundations for the development, where the tourism sector plays the main role.

In all, the research will better understand the process of urban transformation in Porto, evaluate the threats to the local character, and finally conclude on the role of planning - regulating and mediating - in these times of change, in contexts where the touristic pressure has a profound impact on the local character.

## 1184 | NEW PUBLIC PLACES FOR A BETTER URBAN LIFE

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**ABSTRACT:** Public spaces and its characteristics are a reliable indicator of the quality of life in the cities.

The cities presenting a slow and layered growth created several types of public spaces fitting the various moments of urban life, from commercial activities to those of leisure or even representation. On the other hand they have appropriated some spaces originally private, that brought to them for instance green areas.

As long as urban areas grew in area and became more densified, the necessity of public spaces, particularly green areas, has been felt whether at the level of urban climate, whether at the level of the quality of life and the health of its inhabitants.

The big growth of urban areas, directly related to the exodus of rural areas, phenomenon of great importance in the 50s and the 60s of the last century, in Portugal, didn't get the due support from urban planning.

The new cities that were formed have in general a deficit of public spaces, particularly of green spaces of bigger dimension allowing activities of urban leisure, so important to the physic and mental well being of the population.

Urban policies, implemented in the beginning of the XXI century, when supported by financing programs, managed to produce new spaces that value significantly disqualifed urban areas.

This paper presents and analyses the program POLIS as an example of program that promoted the construction and qualification of public spaces in several cities throughout Portugal.

It analyses in particular the case of the city of Cacém, as an example of an urban center that has developed within a rural area near the city of Lisbon, that later became part of the Metropolitan Area of Lisboa.

## 1236 | THE INCLUSIVENESS OF SHARED SPACE: A REVIEW FROM AN INTERACTION BASED PERSPECTIVE

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**ABSTRACT:** The inclusiveness of Shared Space: a review from an interaction based perspective

The Dutch shared space concept from the early 90s promotes a self-organizing logic amongst individual users in an urban space free from traffic rules (Hamilton-Baillie, 2008; Karndacharuk et al., 2014). The concept operates on several assumptions: spatial awareness, reaction time and cognitive adjustment to actual situations. The main objectives of the concept of shared space are to increase traffic safety and spatial quality. An important part of the concept in planning practice is an interaction based implementation strategy (Province of Fryslân, 2005). This strategy should benefit both the concept and the spatial design.

The concept of Shared Space is often criticized for not sufficiently taking into account the interests of vulnerable road users, such as children, the elderly and the disabled (Havik et al., 2012; Hammond & Musselwhite 2013). This paper explores to what extent Dutch shared space designs are inclusive from the perspective of divers stakeholders. Does the interaction based implementation strategy take into account the vulnerable road users? This paper explores the results of several case studies of shared space projects in the Netherlands, in cities such as Amsterdam and Groningen.

The findings indicate that the design of these shared spaces are often tailored to the requests of specific user groups like the elderly, cyclists and bus drivers. In some cases, the local authorities preemptively anticipate possible future critique even before interacting with stakeholders. These specific adaption often implies that final designs do not comply with original underlying design standards and principles of shared space. This indicates that the effectiveness of the shared space designs is not measured in terms of higher traffic safety or improved spatial quality but mainly in terms stakeholder support, including support from vulnerable road users.

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## SLOT T04.S20 | ROOM GA5 | CEREN SEZER | DELFT UNIVERSITY OF TECHNOLOGY

### 365 | THE ELDERLY IN A POST-SOCIALIST CITY: REMARKS FROM LODZ IN POLAND

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**ABSTRACT:** Due to natural physiological processes, part of the elderly cannot tackle ordinary activities as easily as before. The urban environment, which previously posed no problems for some of them, might eventually become challenging or even hostile (Richard et al. 2005). The reaction to such circumstances might be impaired participation in urban life. In the time of the decline in the fertility rate and transformation of family relations, such a situation prompts some seniors to lead a sedentary life, contributing therefore to further deterioration in its quality. Some research findings prove that an increasing number of the elderly prevent such a situation by performing various activities, also within the public space of the city. Nevertheless, progressing deterioration of health and loss of strength do remain a serious factor hampering active life and participation in urban life.

All this relates much to Lodz, the third biggest post-socialist city in Poland, in which ageing processes belong to the most advanced in the country. Such an unfavourable situation results from both a low fertility rate as well as its unattractiveness for migration (Szukalski 2010). They are determined by various factors, such as unsatisfactory quality of urban environment. Those circumstances make Lodz an interesting field of research on how the elderly manage their existence in the urban environment, especially in the context of participation in urban life.

The participation of senior citizens in Lodz urban life is subject to analysis in the presentation which is also aimed at revealing obstacles for their mobility as well as other deficiencies of urban design from their point of view. Those considerations are supplemented with remarks on current local policy toward the elderly in the context of the concept of healthy ageing.

The research indicates that seniors wish to participate in urban life, especially due to their strong desire to meet other people. However, many barriers, mostly relating to public transport and road infrastructure, still make such participation difficult. Also many deficiencies occur in seniors' residential environment as well as in public green areas. Some of those problems could be relatively easy to tackle by appropriate stakeholders such as associations organising events for dwellers, local authorities supervising public greenery, authorities of housing cooperatives etc. Those entities are able to improve promotion of different forms of activity within urban space as well as to adjust public places to the requirements of the elderly at reasonable costs and organisational effort. The biggest challenge, nevertheless, is the improvement of public transport performance, which requires enormous investment costs as well as implementation of complex procedures.

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### 426 | MULTI-SCALAR MEASURES OF URBAN DENSITIES

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**ABSTRACT:** Density is a key concept in urban studies, being both at the centre of urban theory and of widespread application in planning practice. Among others, it has been linked to solar access, active transport, safety in public space, creative economies and environmental sustainability. One of the key problems in the analysis of urban densities is that the territorial scale of measurement has a great impact on the outcome (Forsyth 2003). Thus comparisons between areas that are of different size, such as administrative or statistical districts can be highly misleading. Furthermore, at metropolitan scale, the



conventional area-weighted density is highly problematic as local concentrations of people can be completely obscured by large portions of land with low densities.

While these problems of scale-dependence and of area-weighting of population densities have been recognised (Fooks 1946; Craig 1984), responses so far have been limited to either choosing a fixed arbitrary scale or limiting analysis to areas with homogenous morphologies. Addressing this gap, this paper proposes a multi-scalar analysis framework and related density measures as tools for urban research. The theoretical framework is assemblage thinking as an integrative approach that avoids reductionism to the confines of any single discipline or research method (Dovey 2016). Such an approach is inherently multi-scalar (DeLanda 2006), but hasn't been yet sufficiently explored (DeLanda 2016). The research builds on recent advances in conceptualising density (Dovey and Pafka 2014) and access (Pafka and Dovey 2016), as well as the increasing availability of statistical data and GIS processing capacity.

The proposed multi-scalar framework is taking into account the micro-spatial phenomenology of urban space (generally in the focus of architecture and environmental psychology), the morphology of the walkable neighbourhood (generally in the focus of urban design and urban sociology), and the macro-spatial characteristics of metropolitan areas (generally in the focus of human geography and transport planning). Exemplifying the use of this approach, the Metropolitan Walking Catchment Density is proposed as a multi-scalar measure of urban density, that can be used as an instrument for research to capture population concentrations. The use of this measure is exemplified for three metropolitan areas with different morphologies: Barcelona, Bogotá and New York.

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## 504 | WHEN TRADITIONAL AND CREATIVE INDUSTRIES BLEND: A CASE-BASED DISCUSSION OF THE IMPLICATIONS FOR URBAN DESIGN.

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**ABSTRACT:** Although there exists significant literature pertaining to the redevelopment of abandoned industrial sites, less is written about productive urban estates where traditional users – industries, distributors and technical services – share a site with non-traditional users – creative industries and cultural institutions. Under such conditions, the existing urban tissue demonstrates a fragile equilibrium between functional and spatial qualities, emanating from the interplay between these traditional and non-traditional users.

This contribution analyses a case study of such an industrial zone of transformation in the Belgian city of Hasselt, and draws forward challenges to urban design and public space. Interestingly, this Quartier Canal exists on the interstice between two very distinct systems: the radial pattern of the (medieval) city, characterised by two concentric ring roads; and the linear development of the Albert Canal, a national backbone for industrial development, which connects Liège to Antwerp. Due to their subsequent development and saturation, these distinct urban systems, which were clearly separated in the past, have begun to influence each other here. This industrial zone demonstrates a gradual transition which includes the introduction of cultural and educational institutions as well as creative industries, creating a new public and urban élan for the area. However, this sought-after quality is fragile and resists consolidation by means of urban design efforts. This paper defines, problematizes and theorizes this fragility.

This contribution builds upon a concise discussion of relevant theoretical concepts of industrial reconversion in relation to European Cohesion Policy spearheads: the smart city, sustainability, and inclusiveness. The main section is based methodologically on a discursive analysis of planning documents, design proposals and testimonies of involved stakeholders. Key respondents include



traditional and new users of the analysed zone of transformation, as well as the architects, urban designers and planners involved.

In conclusion, key characteristics of the perceived fragility in such an industrial zone of transformation are elucidated. Primarily, there is the friction between the flexibility and consolidation allowed for in urban design: this affects both the interest of creative entrepreneurs in a perceived state of flux, and the freedom for traditional industries to develop their business unhindered by urban norms and standards. Secondly, this article discusses the spatial claims of diverse players, who in a complex manner all present their proposed contribution to a more sustainable urban system, inclusivity, and labour opportunities as arguments. Thirdly, the possibility that design interventions might nurture or hinder existing spatial dynamics and urban cultures under development is addressed.

The findings presented have an impact for urban designers and planners, who require instruments to support decision-making facing such diverse spatial claims and complex functional interactions, especially in areas of high density and conflicting interests. This contribution furthermore impacts on theory development, as it analyses an empirical case study, in order to fill in gaps in literature on reconversion of urban production sites in relation to traditional and creative services in the city.

## 708 | CULTURAL VISIBILITY AND PLACE QUALITY

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**ABSTRACT:** In European cities there are neighbourhoods characterized by the visibility of immigrant groups, which can be easily recognized by their amenities – such as shops, restaurants and places of worship – with distinctive signs and practices. These amenities are potentially able to support social cohesion by offering opportunities for contacts between and within communities, creating a sense of belonging in residents and visitors (Forrest & Kearns 2001) that is fundamental for place quality of these neighbourhoods (Montgomery 1998).

This paper introduces cultural visibility as an analytical tool to investigate the relationship between immigrant amenities and the place quality of the public space, more specially the streets of such neighbourhoods. Cultural visibility implies the condition of being seen in the street through distinctive signs, images and products but also practices shaped by various activities, which may have characteristic time schedules or public space use. Cultural visibility is also an important feature of place quality.

The cultural visibility analysis is applied on Turkish immigrant neighbourhoods of Amsterdam. After locating the spatial distribution of Turkish immigrant neighbourhoods in the Amsterdam metropolitan region, the study approaches the place quality of public space of these neighbourhoods by mapping and analysing commercial and community immigrant amenities in two selected streets, according to two factors shaping their components of place quality: activities, physical organization and image (Montgomery 1998).

The findings indicate great differences in the place quality of the selected streets of Turkish neighbourhoods, according to their location in central or peripheral parts of Amsterdam, which are influenced by local planning policies regulating the physical components of the place quality at neighbourhood level. More flexible public space policies in immigrant neighbourhoods would better contribute to social cohesion.

**KEYWORDS:** cultural visibility, immigrant neighbourhoods, immigrant amenities, immigrant integration, public space, place quality.

## 931 | URBAN FORM, URBAN LAYOUT AND URBAN CULTURE. ON THE PORTUGUESE CITY PRODUCTION PROCESS

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**ABSTRACT:** In the cities of Portuguese matrix, the identity of urban form is in a large scale determined by the values of the context where they are, for the geographic circumstances caused by the relief, orientation or climate, but also by the vestiges left by previous human occupation.

The perception of the city form and its urban-layouts shows an admirable diversity of expressions. They have a complexity of inter-relations which shows a mutual reciprocity between the physical structure of the urban space and the geographic context that holds it. In a certain way, the individuality of the urban-layout, and even the unique beauty of the Portuguese cities, might be reported to this particular correlation. A harmonious condition that is born from the continuous interaction of the Man with the territory along the time and that creates a richness of forms, so evident as structural, and that can even be understand as an organic relation between Man, Architecture and the place, with the aim of producing places.

When trying to read the urban-layouts based on their relation with the surface-relief, the first highlights are the abrupt topographical accidents that characterize the territory and that for their shape don't allow, or restrict, the implementation of the grids, here understood as ideal models that support the production of city layouts. But the relief also limits the production of the traces in other topographical situations less abrupt.

The root of a misshaped effect of the regular urban grids is produced by the relation between the idea of regularity that a theoretical and abstract model has, and its real materialization, often limited by the accommodation and adjustments imposed by the site configuration. According to this, we can say that similar matrices can generate very distinct results, where the individuality of the urban-layouts is related to the site characteristics and, mainly, to the tension between the idea and the context.

Therefore, the hypothesis of grid deformation can be explored has a project operation, formulated based on the reciprocity between the abstract conceptualization of an urban fragment and the physical characteristics of the territory.

In particular, when the conception of the Portuguese city layout is based on the use of regular grids, the relief starts, traditionally, a modeling effect of the urban form that lies on a procedure of conscious distortion of the geometric matrix, which assume distinct behaviors and which can be partially addressed.

Methodologically, to observe this phenomenon we need to isolate samples of the urban-layout generated by the orthogonal grids and its multiple variations resulting from a composition exercise based on the adaption to the context. We marked different types of deformations that synthesize the universe of forms produced from a grid system, (1) by torsion, (2) by rupture or by (3) convergence of an abstract and regular matrix.

For this seminar, we propose a reflection about the cultural identity of the Portuguese city based on the urban-layouts characterization, on the effects of the direct reciprocity and the modulating phenomenon that result from the tension between the form of territory and the form of the city. We try to demonstrate that from this alliance rises a cohesion where the context and its physical specificities became determinant variables of the city unique form.

## SLOT T05.S04 | ROOM V1.09 | ANNA HERSPERGER | SWISS FEDERAL RESEARCH INSTITUTE OF FOREST, SNOW AND LANDSCAPE, WSL

### 67 | THE POTENTIAL USE OF GREEN INFRASTRUCTURE IN THE REGENERATION OF BROWNFIELD SITES: THE CASE OF OSAKA BAY AREA IN JAPAN

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**ABSTRACT:** This paper discusses the role of Green Infrastructure (GI) in regenerating brownfield sites in post-industrial sites in Japan. Greening brownfield sites has been recognised as an effective tool for improving the quality of urban spaces and reversing the negative image of former industrial cities. The benefits of greening brownfields have been demonstrated by previous research in terms of improving environmental sustainability (e.g. temperature regulation by urban cooling and increasing the overall surface for vegetation and wildlife, etc.), increasing property value on real estate market as well as enhancing people's quality of life and physiological well-being (South Yorkshire Forest Partnership, 2012, Atkinson et al, 2013). In particular, contributions of GI to disaster prevention and the adaptation of climate change have been widely recognised (Gill et al, 2007) and urban brownfield sites have been facing to tackle those issues.

Furthermore, greening brownfield has been considered as one of the ideal solutions for regenerating vacant areas suffering from urban shrinkage (Nefs et al, 2013). Former industrial sites are especially vulnerable to urban shrinkage since the structural change of economic activities has resulted in declining population and producing a large amount of vacant brownfield sites that are not competitive enough to seek future regeneration opportunities. Such derelict sites may increase the anxiety in local communities with the potential health risk from contaminant and the vandalism in urban wastelands. Post-industrial countries such as UK, Germany and U.S. have introduced a number of good practices for the GI-led regeneration. However, benefits of GI in revitalising post-industrial landscapes have not been widely acknowledged in Japan.

The paper starts with discussing the evolving definitions of GI in the European and U.S. context since these have been used as a basis of forming the concept of GI in Japan. Then it explores barriers and drivers in regeneration post-industrial brownfield sites through the application of GI with reference to previous literature, policy documents and good practice in European and Japanese examples. The potential of GI-led regeneration in Japan will be examined using three case studies in the Osaka Bay Area which have generated the largest amount of brownfield sites in Japan. Research methods are based on field observation and face-to-face interviews with the Japanese Government policy makers as well as local authority planning officers in the three case studies. The paper concludes with identifying opportunities and challenges for promoting the idea of GI-led regeneration in Japan.

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## 82 | FROM WASTE LAND TO GREEN INFRASTRUCTURE: INTEGRATING SOIL RECONVERSION INTO SPATIAL PLANNING

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**ABSTRACT:** Soil sealing for human settlements and infrastructure belongs to the greatest threats to ecosystem services, particularly in industrialised countries. In many European countries, land-take on greenfields is unbowed, while, at the same time, there is a considerable number of unused brownfields, like abandoned rail yards and industrial or military sites. In addition, many new by-pass roads have been constructed to take up the volume of traffic and unburden the towns and villages from traffic emissions, but the old roads are rarely downgraded or reconverted and risk being used as shortcuts. Today the sealed area exceeds the requirements of the current generation. Soil reversion, i.e. replacing a sealed surface with soil to restore ecosystem services, could mitigate this unsustainable trend that restricts the options of future generations.

This contribution discusses the potential and challenges of soil reversion to reduce net soil loss and to contribute to green infrastructure. The expanses of brownfield area vary between countries, whereas the rate of new soil sealing is still high in most countries and soil reversion should be considered more. Our research revealed that the current techniques enable successful restoration of agricultural soils and pioneer habitats on site, but, at a regional scale, reversioning single small areas can hardly mitigate landscape fragmentation. The latter requires an underlying framework of continuous green infrastructure including several reversion sites. This again requires knowledge about the potential benefit from restoring ecosystem services at brownfield sites. We developed a mapping approach to assess the potential performance of ecosystem services on several industrial brownfield sites in Switzerland. This mapping method provides more tangible information about potential ecosystem service performance, which could support political decision making on the re-use of brownfields.

The presentation will show ways to integrate soil reversion into green infrastructure planning, which would be of mutual benefit. Soil reversion would enhance landscape connectivity particularly in developed regions. On the other hand, a green infrastructure plan may serve as a reason for reversioning urban brownfields to open spaces rather than for developed re-uses.

## 299 | ARTICULATING NATURE, CULTURE AND URBANIZATION: AN EXPERIENCE OF METROPOLITAN PLANNING IN BELO HORIZONTE

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**ABSTRACT:** The Trama Verde e Azul, blue and green network, or simply TVA, is one of the main territorial structuring dimensions of regional/metropolitan planning adopted for the Belo Horizonte Metropolitan Region - RMBH, Southeast Brazil, by means of three related planning and educational experiences: the making of the Plano Diretor de Desenvolvimento Integrado (Integrated Development Master Plan) – PDDI-RMBH, the development of one of its propositions – the Macrozonning Project (MZ), and the recently initiated revision of local Master Plans - PDs of some metropolitan municipalities within RMBH.

Developed since 2010 as a bottom up participatory planning process involving the 34 metropolitan region municipalities, PDDI and MZ were also an innovative experience as an university extension project led by our university, involving a great number of faculty and undergraduate and graduate students in Architecture, Geography, Economics, Planning, and other related fields, on a consulting basis for the State Government. In the process, some civil society networks were created and are important potential partners to develop creative forms of articulation between local and metropolitan interests and needs in a metropolitan area in the global South.

Other spatial dimensions proposed are the creation/strengthening of a network of centralities articulated by a multimodal mobility network aiming at the decentralization of the prevailing uneven single nuclear structure based in the city of Belo Horizonte, and the definition of so-called Metropolitan Interest Zones - ZIMs, collectively defined based on public common interest functions such as economic development, water resource and landscape protection, social housing and land regularization.

While the centralities network and the MZ project attempts to combine land use planning with reduction of socio spatial disparities, the TVA network emphasizes a different but complementary logic that seeks to articulate nature, culture and urbanization. It combines existing and proposed conservation units, surface and underground watershed protection, recreation areas, protected farm land, mining and degraded open spaces restoration, cultural and leisure infrastructure, all connected by a water system of rivers, streams and lakes, and focusing on planning strategies for organic and family agriculture, ecologic tourism and ecosystem service delivery programs, among others.

Inspired by European river restoration programs, especially the French experience of a national network of water bodies and open spaces construction by legislative and operational basis, Belo Horizonte's TVA also incorporates a local successful urban watershed planning program experience (DRENURBS) that for the last fifteen years has brought urban waters back to the city's landscape and citizens use through integrated interventions on sanitation, slum upgrading, mobility and recreation.

The paper discusses the extent to which these metropolitan planning strategies may lead to social and environment transformation towards justice, focusing on TVA implementation, highlighting zoning categories, design criteria and other planning and community involvement programs being collectively built through a rich but very contentious combination of statutory instruments and negotiation strategies involving stakeholders, public officials, planners and policy makers.

## 934 | STRATEGIC DEVELOPMENT OF GREEN OPEN SPACE FOR SOLVING CONFLICTS BETWEEN URBAN AND CLIMATE POLICIES – THE CASE STUDY OF NORTH RHINE- WESTPHALIA, GERMANY

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**ABSTRACT:** Governing the sustainable use of land is a key task for the sustainable development of municipalities and regions. Consequently, the Sustainable Development Goal No. 11 of the United Nations both promotes the enhancement of sustainable urbanization and the provision of green and public spaces.

Inner urban development strategies within a region are a part of sustainable urbanization. On the one hand, they contribute to the sustainable development of settlements. They importantly contribute to the protection of natural resources, the efficient development of settlements and the stabilization of neighborhoods by maintaining or increasing the existing population density. On the other hand, current land use conflicts in the inner-urban open space and within the surrounding areas of cities can also be reduced. For example open space can be used for food production, energy production or recreation. Therefore, it is important to recognize the interdependencies between urban and rural areas and to provide the basis for regional sustainable development.

In Germany, inner urban development is a key component of the Federal Government's sustainability strategy as well as of many legal and planning principles. This also counts for the current debate of growing cities. However, this objective is also discussed as a contradiction to the concepts of climate adaptation which try to reduce the warm heat effects within inner urban districts. Therefore land use conflicts have to be solved.

Main objective of the paper is to bridge the current gap between the two topics of inner urban development and climate adaptation. This also allows for providing solutions for solving urban conflicts which result from overlapping the two policies. The paper follows an integrated approach as inner urban development is referring to the regional concept of circular flow land use management. It thus draws conclusions both for the regional planning process and for the supra-regional governance levels which influence this process.

The case study is set in the German state of North Rhine-Westphalia. Methods of the empirical part are a qualitative content analysis of political and project documents as well as expert interviews with local and

regional stakeholders. The State Climate Protection Plan provides the framework for a new climate policy. One focus is the urban development on the municipal level which deals with the effects of climate change on cities and municipalities and their planning process.

The empirical results of the study show that a key element of bridging the current gap of the two policies is to promote the strategic governance of green open space. Green open space can set the floor for a multifunctional use of land, both improving the concept of sustainable urbanization and climate adaption and thus improve the green infrastructure of agglomerations.

Against this background, the paper reflects on solving land use conflicts. They occur within the discussion about settlement development vs. the maintenance and the development of open space. Therefore the paper provides insights in best case studies in North Rhine-Westphalia. This allows for discussing the possibility to learn from these case studies if and how it is possible to solve land use conflicts. The results can be seen as a basis for a sustainable urban development which contributes both to land use policy and climate policy and, consequently, to the improvement of Green Infrastructure.

## 999 | URBAN AGRICULTURE AS AN IMPORTANT ELEMENT OF GREEN INFRASTRUCTURE: THE CASE OF THE EMSCHER LANDSCAPE PARK, RUHR REGION, GERMANY

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**ABSTRACT:** The Emscher Landscape Park as a central park of the Ruhr metropolis corresponds to the concept of a multifunctional green infrastructure (EU Commission 2013). The surface of the Emscher Landscape Park - a patchwork of green corridors consisting of open space, parks, landmarks, tips connected by bridges and bike trails along the river Emscher covers a total area of 465 sqm (Projekt Ruhr GmbH 2005).

About 40% of the total area of this central green regional park of Ruhr Metropolis (one of the largest conurbations in Europe with more than 5 million inhabitants) are still in agricultural use (see Dettmar; Rohler 2015; LWK 2012). Thus, urban agriculture (UA) is the biggest land user of the Emscher Landscape Park.

Approximately 3,000 farms operate in this region to produce food and deliver agricultural services for the local and global market. It is not only professional farmers who are part of urban agriculture: allotment and private gardening activities in private and allotment gardens have a long history in the Ruhr Metropolis. These plots are mainly utilised by hobby gardeners to grow vegetables for self-consumption and for their recreation. Not only private land, but also common land is used for food production and land cultivation. All this farming and gardening activities support the preservation and development of green productive space in urban areas.

Given the different forms of land cultivation, numerous different stakeholders are involved in stewardship, posing a challenge for regional planners and politicians who are committed to a sustainable, holistic strategy (Pickett et al. 2004). A conceptual framework and toolkit are necessary to consider also the huge variety of actors and their creative potentials in planning processes (see BMUB 2015; Frantzeskaki et al 2012).

In the case of Emscher Landscape Park, multiple municipal partners work together at regional level to plan, build and maintain the Emscher Park for the benefit of the urban dwellers and green nature. These are augmented by a range of different stakeholders from various backgrounds who are involved in making the project work at local level. Gardeners as well as farmers deliver goods and services to different locations for various (social, economic, ecological) benefits. They have a potentially significant role to play in the further development of the green infrastructure. This paper will address the following key questions:

What types of urban agriculture can be found in the region?

Who are the main stakeholders?

What role can urban agriculture in particular play in the maintenance and development of green space?

How can the concept of green infrastructure support a common strategy for green space management (here: for the development of the Emscher Landscape Park)?



The paper will concentrate in particular on one of the green corridors of the Emscher Landscaper park, in the surroundings of the city of Dortmund.

The case study is intended to deepen understanding of the diversity of urban agriculture, identify the role of civil society mobilisation in the planning and management of the land bank, and finally to demonstrate how the UA as a particular form of green infrastructure can be deployed as a strategic planning tool for green space development in urban areas.

## 1005 | GREEN INFRASTRUCTURES: A FRAMEWORK TO APPLY A MULTISCALAR AND TRANSECTORAL APPROACH IN PLANNING

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**ABSTRACT:** The EU green infrastructure strategy (European Commission, 2013) assumes that they are: a strategically planned network of natural and semi-natural areas with other environmental features designed and managed to deliver a wide range of ecosystem services. [...]. On land, GI is present in rural and urban settings as recognised and referred to a multifunctional network of healthy ecosystems, serving the interests of both people and nature.

In order to foster the development of approaches and tools towards its implementation it is interesting to know a good practice planning experience under way in Lombardy Region (IT) related to the construction of the new Regional Landscape Plan (RLP). It starts from the the principles of the European Landscape Convention, where Landscape means an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors (Florence, 2000) and recognizes the importance the environmental and ecological components, improving the integration between cultural and environmental aspects. The main instrument proposed in the RLP to give concreteness to this integration is the creation and implementation of a Regional Green Network (RGN) as the fundamental infrastructure for the balanced regional development.

Starting from the general objective of the landscape improvement, the linked aim is to recognize the RGN as a natural and seminatural structure characterized by multifunctional functions designed and recognised as a multifunctional resource capable of delivering a wide range of benefits to citizens and nature, such as climate mitigation, biodiversity protection, renewable energy, enhancing identity, cultural values and resilience.

The design of the Regional Green Network should establish at regional scale the governance rules and the main contents, aims and strategy for its implementation, giving to the decision makers at different scale of planning the responsibility (town and country planning) to develop and implement contents of the RGN at the different territorial scales. This is done by the application of the principle of subsidiarity, in order to improve the role and responsibility of the decision makers more close to citizens, with a multiscalar and learning process approach.

Further, in the plan it is very important to improve the role of a RGN in order to provide a framework useful to connect and coordinate at regional scale different policy domains such as agriculture, forestry, nature, energy, culture, tourism, and disaster prevention. In planning policies the RGN should be useful to promote a concrete and fruitful relationships between built up, periurban and rural areas, giving a framework in which connections and relationships are composed by mix of proactive protection and transformation policies.

## SLOT T06.S04 | ROOM V1.11 | EVA PURKARTHOFFER | AALTO UNIVERSITY

### 188 | TRANSFORMING RURAL DEVELOPMENT MODES IN CHINA

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**ABSTRACT:** Rural areas in China have been experiencing rapid transformation, especially in the urban fringe of the more developed eastern region. The socio-economic and environmental changes witnessed in these areas are the spatial outcomes shaped by the interplay between their structural and contingent environment. This paper aims to conceptualise the approaches and practices of rural development since 2008 by using the case of Shitang village, at the fringe of Nanjing metropolitan area. It identifies three different development modes during the transformation of the village in different periods. Based on this, it then examines the dynamics, drivers and outcomes of transformation.

### 330 | IS TERRITORIAL COHESION DEAD? OR JUST SLEEPING?

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**ABSTRACT:** The EU referendum held in the UK in 2016 and its outcome were marked by a strong territorial dimension. Though most of those who voted to leave the EU lived in the more affluent southern parts of England and were from the middle classes (Dorling, 2016), there was a strong 'leave' vote in many less prosperous regions of the north and west. Such areas voted this way though they have been the key UK beneficiaries of EU structural and investment funding support and have economies that are more integrated with and thus dependent on trade with the rest of the EU than the economies of London and the South East (McCann, 2016). Against this background, the paper considers what recent events might mean for definitions and the pursuit of territorial cohesion in the UK and if there are any implications for wider European spatial policy. Firstly, we set a context for the evolution of the territorial cohesion concept by tracing its emergence in the 'official' discourse of European spatial policy and projects. Secondly, we problematize this officialised understanding of territorial cohesion through reference to contrasting academic treatments (Waterhout, 2007; Faludi, 2010), critiques (Jensen and Richardson, 2004), and empirically and/or pragmatically orientated studies (Shaw and Sykes, 2004; Abrahams, 2014; Elissalde, and Santamaria, 2014). Thirdly, we consider how the UK's EU referendum and efforts by the UK government to establish a Northern Powerhouse in the north of England can be read and interpreted against 'official' and academic accounts of territorial cohesion. The paper argues that: (i) a territorial cohesion perspective offers a pertinent 'lens' through which to view efforts to address some of the perceived causes of the UK's EU referendum result; (ii) it also has analytical potential in other potentially similar European contexts; and, (iii) the notion of territorial cohesion finds a continuing context specific echo in initiatives such as the aforementioned Northern Powerhouse which reflect both the objectives of territorial cohesion as set out in European spatial policy and a pragmatic, if implicit, outworking of the territorial cohesion idea. We conclude that territorial cohesion as a conceptual pillar of the ill-used 'European Dream' (Rifkin, 2004) is not dead, even though some renderings of it may appear to be in decline, and that the focus of enquiry in the field now needs to be not so much on 'what it is' but more pragmatically on where it is doing (and where it might still do) useful work, in addressing the challenges currently facing Europe's diverse peoples and places.

## 481 | SPATIAL PLANNING POLICIES AND THE INTEGRATION MODELS AS A MEAN FOR A BETTER DELIVERY OF SERVICES OF GENERAL INTEREST

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**ABSTRACT:** The provision of services of general interest (SGI) is the competence of authorities at different governance levels. Until now, public administrations and the service providers, tend to have a strictly sectorial approach to the SGI delivery, leading to incomprehensive, isolated solutions. This causes a mismatch between the people's needs and the services provision. Furthermore, it contradicts the EU efforts for a territorial and social cohesion. Additionally, in the times of austerity, the public funds limitation especially affects the remote mountain territories and border areas. Harsh (local) economic conditions (fewer jobs), population ageing, dispersed settlement, and the geomorphology hinder the provision and supply of the SGI in these territories. To overcome this deficiency, new approaches of the SGI provision should be sought and identified. Therefore, hereby spatial planning and sectorial policies, and the related models of integration (sectors, actors, funds, services, policies etc.) are investigated.

The paper builds on the research done in the transnational project INTESI (Integrated Territorial Strategies for Services of General Interest). The analysis of the coverage of SGI in the spatial planning, and other (space related) sectorial policies documents (regulations, strategies, plans, guidelines, etc.) was done in six Alpine countries (Italy, Switzerland, Austria, France, Italy, and Slovenia). The aim was to find out if the integration of the policies (or measures) for the SGI provision is already present in these documents, to what extent, and what the gaps are that need to be addressed. In addition to the seven sectors (regional development, transport, telecommunication, basic goods, health care, social care, and education) relevant umbrella regulations (e.g. the constitutions, state laws on delivery of SGI, etc.) have been inspected for each country. The Integration models and their elements have been investigated considering the authorities, administrative levels, actors, funds, etc. Altogether, 256 documents have been reviewed. The analysis revealed, the level of integration in the Alpine Space is moderate. The integrated solutions mostly occur between the following sectors: health and telecommunication, health and social care, and basic goods and telecommunication (e.g. post offices in grocery shops). The analysis also showed that to some extent countries secure the SGI by the same means (according to the EU Services Directive 2006/123/EC). However, looking into more details, there are also significant differences. For example, in comparison to the other Alpine countries, the SGI provision in Switzerland is in terms of the time and distance accessibility very strictly and in detail regulated. In relation to the identified gaps, the study reveals these could be solved by adapting the existing spatial (national, regional) strategies and plans, as some of the examined documents do not even address the SGI provision as a topic of spatial planning. To enable a better SGI supply and delivery, the implementation of the integration models should urgently be considered to link the following sectors and services: (public) transport - health/social care services, basic goods - telecommunication - transport, spatial planning - health/social care, and spatial planning - basic goods.

## 528 | THE ECONOMIC CRISIS MODELING THE TERRITORIAL COHESION. THE FRENCH CASE

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**ABSTRACT:** The economic crisis has put in first place of interest the need to apply and develop the principle of competitiveness, moving it not only to economic and business context, but also to the territorial area. Competitive territories and synergy creators are the focus of numerous development and investment policies. However, other territories with characteristics that do not encourage investment run the risk of being left behind in a process marked by innovation and investment.

The transformation of the map through the creation of functional territories, under the guidelines of economic geography, brings with it the challenge of avoiding the appearance and consolidation of territories with a strong economic development, very competitive and innovative that attract skilled labour, facing "empty" territories with traditional economic sectors, an aging population, unskilled labour, and

away from urban centres. The attainment of territorial equity will depend on a difficult balance between favouring the territories with the greatest potential for economic growth without leaving others as chronic “disadvantaged”. In all this, decentralization will play a fundamental role if, in addition to management and decision-making capacity, the sub-central levels of government, especially the regions, observe the principle of responsibility for designing the regional development of their territories. If the objective of spatial planning is equitable access to services, accompanied by economic development that favours all areas, the current panorama of the European Union shows large territorial divergences based on indexes of competitiveness and innovation, with an important centre-periphery difference. And the French territorial reforms respond to this model articulated around metropolitan areas and research and innovation centres. Therefore, to consider the future of territorial cohesion, and the viability of the principle of solidarity is the objective of this work. The renewed map of France has taken into account two important elements to ensure economic development and minimize the effects of an economic and financial crisis such as that of 2008: Firstly, urban agglomerations that act as a pole of attraction of investment and competitiveness. And secondly, economic diversification, avoiding regional specialization, and also the high resource to sectors linked to high technology, due to the variations that can be experienced in terms of markets, consumption, etc. In both cases, innovation and mobility go hand in hand, and are strongly linked to the urban environment.

This work is structured on the basis of the principles governing territorial cohesion, without forgetting the context of the current programming period (2014-2020) and the Europe 2020 strategy, in order to analyse, in a second section, the territorial distribution of competitiveness based on the Index of Competitiveness (2013). A third section will include the study of the French case and the third stage of the decentralization process, analysing the positive and negative aspects of it.

## 870 | SERVICES OF GENERAL INTEREST AND TERRITORIAL COHESION - REGIONAL DISPARITIES IN EU CONTEXT

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**ABSTRACT:** Services of General Interest (SGI) are considered essential for promoting social and territorial cohesion and can be a major boost to the competitiveness of the European economy. The provision of quality services, accessible to all and with affordable prices, can play a key role to attend the objectives of European Cohesion Policy and to convergence process.

This work presents the european regional disparities pattern of SGI provision and contributes to the discussion of the role of SGI in territorial cohesion process. The presentation is supported in the results of ESPON Project SeGI - Indicators and Perspectives for Services of General Interest in Territorial Cohesion and Development. The analysis is supported by different kinds of indicators across Europe. A first group related to the provision of SGI and its availability; a second group related to government expenditure; and a third comprising a set of indicators representing contextual conditions of countries and regions, in terms of population density and economic conditions. During the analysis it is revise the relation between the regional disparities on SGI provision, and the social welfare systems, exploiting the expenditures patterns of each system.

In general, the wealthier countries can afford more generous social security programs for populations and are distinguished for having the best starting conditions for the provision of SGI. If in some cases the economic factors reveal strong influence in the SGI provision levels, in other cases, demographic factors or politico-administrative ones, can play a major role.

## 1122 | SMART SPECIALISATION AND TERRITORIAL COHESION: UNIVERSITIES AS PLANNING AGENTS

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**ABSTRACT:** Smart specialisation is at the forefront of the contemporary cohesion policy debate in the European Union (EU). Politicians, policy-makers and academics are enthusiastically waving smart

specialisation as the remedy that will fix what went wrong in previous rounds of EU regional development policy. As such, smart specialisation is deemed to bring over a powerful contribution to avoid a variety of policy shortcomings affecting the 'old' approach, namely, as identified in CEC (2012), the consideration of regional innovation systems as isolated territorial entities; the tendency to imitate best performing regions without any concerns about territorial contexts, the mismatch with the regional economic settings; the absence of sound analyses of the regional assets; and the 'picking-winner syndrome'. Foray and Goenaga (2013) would sum up the whole set of regional policy problems by arguing that smart specialisation strategies avoid the government failures associated with the top-down and centralised bureaucratic processes. The high level of expectations towards the 'remedial' effect of smart specialisation is attached to the assumption that the related policy approach will place the emphasis on what is unique in a given region by means of a so called entrepreneurial process of discovery, – basically a participatory process-, underpinning a learning mechanism aimed at revealing the R&D and innovation domains in which that region can hope to excel (Foray et al., 2009).

Universities are seen as central organisations in smart specialisation strategies. This centrality is well established in the European Commission's discourse (CEC, 2011). The argument is that universities, working with their regions, can generate the potential to move from being located in regions to being part of regions, namely by contributing to the design and implementation of smart specialisation-driven regional policy. As such, one can argue that universities are expected to play a role that goes beyond the provision of knowledge assets to improve the capacity of their regions to succeed in terms of implementation. They are in fact instigated to mobilise those knowledge resources also in order to deliver guidelines for action, that is to actively enter the inclusive planning effort inherent to the building up of territorial development policies inspired by smart specialisation.

This paper aims to know more about the part played by universities as planning agents in the context of a regional policy approach based on the concept of smart specialisation. It draws on the case of the Portuguese Centro region, exploring particularly, with basis on a case study approach, the challenges, outcomes and shortcomings marking the planning agency of one of the three universities located in the region (the University of Aveiro), which not only has engaged in the planning effort but also took, somehow unexpectedly, a leading role.

## SLOT T07.S02 | ROOM V1.12 | SILVIA JORGE | GESTUAL/CIAUD/FAUL

### 80 | PLANNING, PLURALISM AND RELIGIOUS DIVERSITY: THE SPATIAL REGULATION OF MOSQUES IN ITALY

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**ABSTRACT:** Religious diversity has significant consequences on the urban environment, starting with the new spaces this entails. These spaces engender complex problems of regulation, including specific questions related to urban planning. In this presentation, we will chiefly be tackling the current situation in Italy. Our focus will be on the region of Lombardy, in northern Italy, and in particular on the newly introduced regulations governing the construction and location of minority places of worship (and of mosques in particular). The example of the region's planning policies and regulations offer an opportunity for a critical rethink of certain fundamental issues related to urban planning for multiculturalism and diversity. In this perspective, we stress the importance to focus also on the role of planning and building rules and laws in order to protect and promote (religious) diversity. More precisely, we suggest that radical changes should be made to the way in which land-uses are planned, governed and regulated. In particular, it is important to evolve towards planning systems composed of more general and abstract rules that deal first with the possible harmful side-effects, rather than interfering with the end-uses

### 268 | ETHNIC HOUSING SEGREGATION AND THE ROMA/GYPSY POPULATION: A PORTUGUESE PERSPECTIVE

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**ABSTRACT:** Questions of spatial segregation and over-representation of ethnic minority groups with weak connections to the labour market are central to the political and policy agenda across Europe and academic studies in the fields of housing and urban regeneration. In some countries, the spatial concentration of ethnic minorities is considered in itself an indicator of socio-spatial disadvantage, accentuating pathological discourses related to ethnic communities but in turn providing more resources for these areas. In other countries, where policies have a less preventive character and only intervene during phases of advanced urban decline, the existence of ethnic enclaves and concentrated poverty has led to housing demolition and rehousing, in many cases with controversial results. The relevance of the link between ethnic segregation and integration is known. On the one hand, people create and modify places, on the other hand, spaces in which people live and work affect their social relations, and individual fortunes (e.g. educational attainment, income levels, reputation). The over-representation of ethnic groups in some areas has been considered a problem where it hinders opportunities of social integration, and when it amplifies processes of stigmatization and the inter-generational transmission of disadvantage. However, it has also been recognized that the concentration of ethnic communities may actually be an advantage for developing relationships of solidarity and the preservation and affirmation of cultural identities.

This paper aims to contribute to this debate. It focuses upon the ethnic housing segregation of the Gypsy/Roma population in Portugal, and asks if ethnic clustering on a number of housing estates is the result of a voluntary impulse towards aggregation (therefore perceived positively by residents), or the result of a lack of choice (thus an 'institutionalized' or deliberate political choice to put the Roma people at distance).

In the first part, I review the literature on the factors that underlie the social construction of ethnic segregation; in the second part, I review literature that presents the empirical results of research conducted in different locations of Portugal but has in common processes of rehousing of the Roma population in urban areas. I compare these results with those I obtained in field work in Porto where I interviewed Roma people regarding their preferences given models of concentrated housing relocation or more dispersed neighborhoods.



Focusing upon the Portuguese case, I offer some answers to the following research questions: Is the spatial segregation and concentration of the of the Gypsy/Roma population on a number of housing estates a voluntary choice or a of lack of choice given institutionalized political decisions taken by local authorities or bureaucrats? How does the Gypsy/Roma population feel about segregation and concentration? Do they wish to live in segregated areas, have they been able to choose between more concentrated or dispersed patterns? What are the consequences? Do they believe that spatial segregation reproduces inequality and separation, and that models of housing provision and land-use planning have separated people by class, income, and ethnicity? To what extent are these models of socio-economic and ethnic segregation a mechanism favouring the stratification of social relations, conflict, and the reproduction of inequality?

## 279 | CULTURAL REVITALIZATION AND CONTESTATION: THE CASE OF TWO LOS ANGELES NEIGHBORHOODS

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**ABSTRACT:** Over the last decades, many European and U.S. cities have employed cultural urban revitalisation strategies, seeking to draw business growth and investment by attracting a creative class of young professionals. Such strategies can take different forms such as promoting a neighbourhood's ethnic heritage, establishing an arts district or developing cultural and community centres or local museums, amongst others. Though criticisms abound that these strategies benefit the wealthy and displace low-income communities, there is little research on how the efforts of social actors can shape or resist gentrification and displacement processes.

This study offers a look at the spatial and political contestations and negotiations that occurred amongst different community organisations and individuals in two adjacent Los Angeles neighbourhoods. It explores how cultural revitalisation in the Gallery Row neighbourhood of downtown Los Angeles is affecting the adjacent Skid Row neighbourhood. It seeks to address the following questions. How do local actors intervene to shape the process of neighbourhood revitalisation? What kind of contestations result from such interventions? Is cultural revitalisation a 'zero-sum game', always benefiting wealthy gentrifiers at the expense of disadvantaged denizens?

The paper details the findings of an ethnographic study of Skid Row and Gallery Row carried out through participant-observation and over 50 semi-structured interviews with various local and external actors (residents, business owners, homeless advocates, representatives of community institutions, developers and investors/mortgage lenders, planning department and council district staff).

The study found that even in a deeply marginalised community (such as the one in Skid Row), local actors can at times intervene and have the potential to mitigate some gentrification effects. Such intervention often results in contestation and may demand the mobilisation of community forces and activism to counteract displacement of the neighbourhood's physical and social context. At other times, intervention may require finding and enhancing the 'space-in-between', conceptualized as an arena where social actors can challenge elite interests in revitalisation projects, through political engagement and the formation of strategic partnerships and collaborations between new and long-standing residents. By approaching 'revitalisation' as an arena where different neighbourhood groups can compete to achieve their goals, we can better scrutinise prevailing notions of gentrification and seek to understand the values and actions of stakeholders involved in order to enable more equitable outcomes of urban revitalisation.

The study shows that it may be mistaken to perceive even the most disadvantaged neighbourhood as a powerless victim lacking agency and determination to prevent displacement. It is important to remember, however, that the 'space in-between' is also fraught with power imbalances and controlled by local politics. We cannot expect grassroots collaborations always to be able to counteract on their own larger political interests and powerful real estate forces. Planning considerations and initiatives for affordable housing development, housing preservation and local economic development must be also pursued by public officials in order to ensure that strategies of cultural urban revitalisation have more equitable outcomes.

## 516 | LIVED EXPERIENCES OF SHARING THE DIVERSE AUSTRALIAN SUBURB: A COMPARATIVE INVESTIGATION OF TWO MULTICULTURAL LOCALITIES IN MELBOURNE, AUSTRALIA

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**ABSTRACT:** This paper focuses on the residents' experience of local ethnic and religious diversity in Melbourne, Australia. European research has shown how prejudice increases through the visible evidence of the 'Other' (hijab, nikab, traditional dress) but little is known about the Australian situation. Recent Australian studies show that indicators of alienation in high immigrant concentrations are minimal. Yet there is no research in Australia that explores in depth how 'visibly different' people from various cultural, religious and ethnic backgrounds share suburban spaces. This paper explores the neighbourhood experience shaped by daily suburban encounters as the basis of the perception of the 'other'. The paper focuses on two diverse, socio-economically disadvantaged case-study suburbs with high concentrations of Muslim residents (about 30%); in one suburb the Muslims are mainly recent 'visible' arrivals while in the other the Muslim residents are predominantly long-term migrants and second generation. The analysis is based on 30 semi-structured interviews with residents of these areas, conducted by local 'insiders' in December 2016 – February 2017, as part of a larger project funded by the State Government's Research Institute on Social Cohesion (RIOSCI). The interviews were transcribed and analysed in NVivo. Preliminary findings indicate that most residents enjoy the diversity of the area, although some distance and animosity between long-term older residents from European backgrounds and recent Muslim intakes have been identified. The paper is of interest to European audiences because Australia is seen as a successful multicultural society and comparisons with European situation may be instructive.

## 519 | WALKING WITH THE VULNERABLE IN THE CITY: WALKING METHOD ILLUMINATING THE DIFFERENCE THAT DISABILITY ENABLES

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**ABSTRACT:** Cities enable and offer but also close and limit the ways in which the urban space is being used. In this paper, the focus is on analyzing how visually disabled persons experience the urban environment in their everyday lives. The urban space includes stairs, cobblestones, railings, pedestrian crossings, bicycles, terraces, roadworks and so on. These material elements enact in interaction with urban dwellers. Simultaneously the elements either create possibilities or restrictions to use the city. The objective of the paper is to break down the enactment of visual disability in urban space when walking in the city centre and interacting with the socio-material practices of urban space (Moser 2005, Galis 2011). The data has been gathered via walking interviews (Ingold & Vergunst 2008) with visually impaired people in Finland. The data collection has offered a rich diversity of ways to sense the city. Through the walking interview, embodied experience becomes a natural part of the object of study. In addition to verbal expressions, knowledge is gained through observing how the interviewee's relationship with the environment shows bodily and socially. Information can be found in the rhythm of walking and the interviewee's reactions to different situations. The analysis illustrates the multiple ways in which visually disabled people interact with other dwellers and material elements they encounter in their daily activities. In the latter part of the paper I discuss the enactment of disability and how despite the overlapping enactments of experiencing the urban space the emphasis is often given to the visual observation. As Shillmeyer (2008) remarks, difference enables another kind of experience. So who are able and who disabled in the city? None of us move in the city positioned as only one kind of actor but we find ourselves able and unable in many ways, daily in new situations and encounters. From this perspective, the borderline between people who are able and who are disabled becomes blurred. The analysis combines the perspectives of science and technology studies (STS) and urban studies.

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Studies, 19(6), pp. 667-700; Schillmeier, M. (2008) (Visual) Disability – from exclusive perspectives to inclusive differences: Disability & Society, 23(6), pp. 611-623.

## 1272 | INTEGRATED URBAN INTERVENTIONS IN THE FACE OF NEW CHALLENGES: EU URBAN POLICY AND EVIDENCE FROM GREEK CITIES

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**ABSTRACT:** Quite recently, the significance attributed to urban areas and a consequent strengthening of urban policies have highlighted concerns about the content and scope of urban interventions in relation to the wider context of spatial planning and regional development. This is the case of the EU urban policy in particular, which, despite its informal character, has recently been upgraded in order to promote the potentials not only of cities but also of their regions and countries. Following the relatively poor performance of financial instruments for urban development in the previous programming period, in the current 2014-20 period an emphasis is placed on integrated urban interventions including through 'community-led local development' and 'integrated territorial investments'.

The changing circumstances regarding cities' socio-spatial structure as well as the impact of the economic and environmental crises have posed new challenges for cities, ones that require renewed policy agendas and new ways of thinking and practicing urban interventions. The adoption, in 2016, of the new UN Urban Agenda (Habitat III) is representative in this respect. Similar concerns have been expressed at the level of the European Union which have led to the adoption of the EU Urban Agenda in the same year. It is noteworthy that the four pilot priorities set by this Agenda address issues of air quality, housing, inclusion of migrants and refugees, and of urban poverty.

Then questions arise as to how cities are capable of addressing new challenges and utilizing new policy agendas. For EU cities in particular it is important to explore potentialities stemming from the new instrument of Integrated Urban Interventions. This paper examines these issues drawing evidence from the case of Greek cities. As new integrated urban interventions are at a preparatory stage, the paper endeavors to explore arising prospects in view of new challenges.

## SLOT T10.S04 | ROOM V1.16 | PAULETTE DUARTE | UNIVERSITY GRENOBLE ALPES

### 35 | RETOOLING NEIGHBOURHOODS FOR OLDER PEOPLE IN SINGAPORE

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**ABSTRACT:** This paper discusses Singapore's policy and planning to improve living conditions of its ageing population. Singapore now has the world's fourth longest life expectancy, after Japan, Switzerland and San Marino. Its older population (65+) is projected to double to 900,000 (1 in 5 residents) by 2030. In the face of an ageing population, Singapore planners are seeking to remake and create the ubiquitous public housing neighbourhoods into the best place for Singaporeans to grow old in and a model for successful ageing. Public housing is home to the majority (82%) of Singapore's 3.8 million resident populations. Using case studies, the analysis will illustrate the strategies being taken to readapt existing neighbourhoods and how residents are being mobilised to participate in the improvement of their neighbourhoods. The analysis will also draw on empirical research to discuss the place-based needs of older residents for amenities and social infrastructure to support ageing in community. The discussion emphasizes the importance of the foundational principle of urban planning that people come first. The implication is that a better understanding of the needs of older residents can be a potentially useful and practical pathway towards improving quality of life and social sustainability.

### 389 | REGULATING MARGINALITY: HOW MEDIA SOURCES CHARACTERIZE ROOMING HOUSES

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**ABSTRACT:** Communities often stigmatize forms of housing targeting low-income tenants. This article examines how media sources characterise one such form: rooming houses that provide low-cost, single-room accommodations in structures with shared bathroom and kitchen. By analyzing newspaper and online media coverage from 1995 to 2015 in Halifax, Nova Scotia, we illustrate the way the media describe the rooming house as a risky structure and its occupants as marginalized persons. Headlines—such as 'Transient gets 11 years for killing: Man was strangled in rooming house brawl', 'Fire destroys notorious Halifax rooming house'—reinforce the non-normative and dangerous character of the space and those who inhabit it. Media coverage in Halifax played an important role in creating a moral panic and social context within which local government fashioned planning and housing policy interventions to regulate the size, location, and operation of rooming houses, even as market pressures driving gentrification in inner city districts contributed to the on-going loss of such housing opportunities.

### 428 | POLICIES FOR AFFORDABLE RENTALS IN GERMANY AND SWEDEN – HOW DO HOUSING POLICIES GET IMPLEMENTED IN PLANNING AND REALISED IN GROWING CITIES?

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**ABSTRACT:** Cities with a growing population are faced with the challenge to offer sufficient and adequate living space to all income groups. Those with medium to high incomes and a certain financial flexibility have of course bigger prospects to choose from a wider range of available housing offers within the cities. In contrast, for inhabitants with low to medium incomes, it's getting increasingly complicated to have access to affordable rentals, since the increasing demand for housing, e.g. because of the raise of single households, leads to rising prices and to a shortage of low-cost rental apartments. Further, increasing income differences and a large influx of refugees put extra pressure on the sector.

That trend is well known to decision makers in housing policy in almost all European countries. In order to develop appropriate housing conditions for all inhabitants and to ensure equal living space conditions, housing policies are formulated on federal and state level. For instance, suppliers as well as demanders of rental apartments get support by financial subsidies like housing benefits or tax amortisations. Furthermore, the cities are requested to implement housing policies into their urban residential planning documents.

In this context, growing German and Swedish cities are comparatively investigated. It is examined how housing policies get implemented and reflected in the planning documents of the cities of Munich and Heidelberg in Germany as well as Stockholm and Gothenburg in Sweden. It is also analysed if the defined concepts of the case cities could be applied in realised housing projects. Particularly, new rental housing projects are in the centre of the study.

As results, it should be ascertained if the investigated cities in Germany and Sweden achieve the federal and state housing objectives and which difficulties possibly occur. A further aim is to evaluate which instruments can be considered helpful in the realisation of implemented housing policies in planning documents. The comparison of German and Swedish cities can help to supplement existing deficits through good practice examples from the other side and probably lead to a mutual improvement of the provision of adequate and affordable housing for inhabitants with low to medium incomes.

## 515 | URBAN REHABILITATION AND QUALIFICATION FOR SOCIALLY DEPRIVED RESIDENTS

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**ABSTRACT:** The strong real-estate pressure in city centres that gradually triggers sharp price rises, questions the social and cultural identity of less-favoured residents. This happens not only due to the strong deterioration of buildings and dwellings where they live, but also because their economic and social vulnerabilities endanger their permanence in the places where they have always lived and where they feel included both at social and cultural grounds.

This article presents the goals, methodologies, results and conclusions of a socioeconomic, financial and technical study undertaken for the Porto municipality (Portugal). It characterizes (from physical, sociologic, historic, economic and cultural perspectives) the Porto's typical islands that consist in ranks of four or more short houses that occupy lots sharing the same door number, that were built from the beginning of the 19th century, and aimed at responding to the social needs of workers that increasingly arrived to the city, attracted by the industrialization. It then tackles the problems of the inhabitants in the presence of the urban renewal interests and strengths. The case study herein presented specifically centres in S. Vítor islands, located in the Urban Rehabilitation Area of Bonfim, just by the side of the historical centre classified as worldwide heritage by UNESCO.

The study begins by the analysis of the problems involved in these islands, concerning, namely, buildings' and dwellings' physical deterioration, accessibility shortcomings, isolation and safety shortages. This characterization resulted from local visits, population surveys and interviews. Then a rehabilitation intervention is proposed, which consists in the rehabilitation of the current dwellings, doubling their liveable areas, and remodelling them so to increase their residents' comfort levels. Finally this rehabilitation proposal is supported on a cost and profit assessment that justifies its feasibility, resorting to available financial instruments. Besides proving the economic and financial sustainability of this intervention, current citizens are deep involved in the improvement of their houses and neighbourhoods, what stresses the importance of public-private agreements to solving the problems of the most deprived residents - social exclusion and economic, social and cultural collapse.



## 621 | RENEWED NEIGHBOURHOODS: REQUALIFIED AND DIGNIFIED NEIGHBOURHOODS? EXAMPLES OF DISTRICTS IN REGION RHÔNE ALPES (FRANCE)

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**ABSTRACT:** Since the 2003s, in France, the policy of urban renewal organized in neighbourhoods of social housing tries to transform profoundly these places, by improving social housing, public places, facilities, and by attracting private investments to diversify housing, population and functions of these neighbourhoods. After more than ten years of urban renewal, we can wonder about the results of this policy and about its effects on the dignity of these areas. Are these neighbourhoods really requalified? Did they acquire a better image? Are they dignified to be inhabited for the inhabitants of these neighbourhoods and for the inhabitants or the citizens generally? If the evaluations of the policies of urban renovation show that the living environment was improved, that the inhabitants feel better, and that they consider these neighbourhoods as "banal" neighbourhoods, dignified to living there, they also suggest, with regard to the difficulties met in certain neighbourhoods to attract private actors and investments and new inhabitants, that these neighbourhoods are still far from being requalified in the public opinion. In this communication, we shall focus on renewed districts in the region Rhône-Alpes, and we shall try to question this requalification and dignity of districts. For that purpose, we shall analyse the results of evaluations of urban and social transformations led in some districts, and shall complete this analysis with the results of diverse sociological inquiries which we led with inhabitants within the framework of the Barometer of the Districts of the Grenoble and its suburbs.

**KEYWORDS:** neighbourhood, policy of urban renewal, requalification, inhabitant

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## 907 | UNDERSTANDING TERRITORIAL DIFFERENCES AND SCALE EFFECTS WHEN EVALUATING HOUSING CONDITIONS USING CENSUS DATA: THE CASE OF PORTUGAL

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**ABSTRACT:** In Portugal, as in other European countries, precarious housing conditions still exist due to a combination of historical, urban, political, social and economic elements. However, many national and European studies dealing with the evaluation of housing problems have been criticized for focusing on the national macro-scale, using higher levels of data aggregation and thus lacking territorial reflection. Because of geographical, social and economic differences, this oversimplification may create relevant inaccuracies when understanding the actual magnitude of the problems and designing policies



corresponding to the new paradigms of Cohesion between regions. The purpose of this paper is thus to evaluate this risk when addressing housing problems at different territorial scales. Based on the data from the last two population Census in Portugal (2001 and 2011), three representative indicators were selected (the state of decay of buildings, dwelling overcrowding and dwellings lacking basic amenities), and subsequently compared at various scales-of-analysis, from the micro (borough) to the macro (national) scale. Statistical methods such as parametric hypothesis testing were used to uncover significant differences between spatial readings. Some indicators possess little differences across territorial scales (hence problems are homogenous across the country), whilst others display significant differences, revealing territorial disparities that would not be discovered using data at a higher level of aggregation. Comparing scales, little differences were found between data-readings at the municipal and borough levels. Comparing years, smaller differences were found between the higher and lower order scales in 2001 when compared to 2011. This may suggest that territorial disparities have increased in the ten-year period, and thus a shift in planning scales is needed for achieving Territorial and Social Cohesion and designing more adequate territorial-based housing policies for the Horizon2020 period.

## SLOT T11.S03 | ROOM V1.23 | PIERRE LACONTE | FOUNDATION FOR THE URBAN ENVIRONMENT

### 153 | MULTI-SENSORY APPROACH TO DESIGN OF HEALTH- SUPPORTIVE AND AGEING-FRIENDLY URBAN ENVIRONMENTS

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**ABSTRACT:** Design and planning actions to improve urban health and well-being are some of the key drivers and indicators of sustainable, inclusive and resilient urban and community development world-wide. Yet, due to rapid growth and transformation, increased densification, hybridisation and intensification, our cities continue to generate problems, stress, harsh conditions and inequality, instead of becoming healing, empathetic, inclusive and safe environments for all. Creating health-supportive and ageing-friendly environment goes beyond the bounds of healthcare and eldercare facilities as well as beyond hygiene, universal design and curing. The premise is that in order to trigger suggestive and positive relationships between space and users, all segments of urban developments would need to acquire an active role of healing. Multi-sensory and emotional experience and active dialogue with all environmental stimuli, including positive distractions, textures, materials, colours, signage, culture-specific clues, way-finding and overall aesthetic atmosphere, profoundly shape our understanding of the built environment and are vital for physical, psychological and social well-being of all ages.

Consequently, this paper investigates the role of multi-sensory approach to achieving healing outcomes, while focusing on contemporary shopping spaces, in spite of their manipulative design, quasi-publicness and profit-oriented motifs. Shopping malls have become influential model for various urban developments (including healthcare) and are tightly knitted into the everyday environment of many dense Asian cities, such as Singapore, Hong Kong or Tokyo. In these cities, they may arguably be seen as perpetual laboratories of positive stress (positive distractions), while blurring the boundaries between the indoor and the outdoor, private and public. Qualitative approach employed consists of discourse analysis of health and space related theories and a comparative case study analysis of consumption spaces in Singapore and Belgrade, Serbia. Case study analysis combines spatial explorations, first-person observations, participatory photo-journeys, multi-sensory mapping, interviews and on-site questionnaires.

Key findings show that consumption space users tend to seek positive stimulations. The richness and arrangement of overall sensory information available in space considerably shape users' subjective perception of and emotional response to shopping environments. The presence of nature, micro-climate, wayfinding, access, safety and hygiene, but also subjective bodily and mental self-awareness, crowd and shared identity, social activities and phantasmagorical experiences, are perceived as important ingredients of healing places and as stress fighters. Multi-sensory approach to design provides fruitful means for establishing meaningful and active dialogue with all environmental stimuli and uncovering the capacities of all city spaces to become therapeutic and healing 'tools', prevent sensory and cognitive decline, alleviate stigma and negative public's perception of healthcare and eldercare environments, and contribute to their better physical and social integration with the surrounding neighbourhood communities.

### 482 | PLANNING FOR SOCIALLY SUSTAINABLE NEIGHBOURHOODS; FOSTERING NEIGHBOURHOOD LIVEABILITY

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**ABSTRACT:** Urban neighbourhoods are everyday places for social interaction, collective activities, dialogue and exchange, public engagement, and creativity. Localities are considered as inclusive, viable, and liveable, if they offer a fair and inclusive distribution of socio-cultural and spatial qualities available for

all the residents. To enhance neighbourhood liveability, we need to develop practical tools to evaluate different aspects of liveability at the neighbourhood scale, identify challenges and barriers, and plan for improving substantial qualities of a liveable environment.

We use the concept of social sustainability to develop a tool for measuring, and planning for, liveable neighbourhoods. We define socially sustainable neighbourhoods as localities where both conceived and perceived qualities are highly valued and interactively practiced by the residents for a considerable period of time. Based on this definition we propose a tripartite practical framework for evaluating social sustainability of neighbourhoods consisting of three components of 'neighbourhood', 'neighbouring' and 'neighbours'. We identify relevant indicators and measures for measuring each component, propose relevant methods for measuring them, and illustrate an integrative framework based on which collected data could be to comprehensively processed and analysed. We provide evidence from a London neighbourhood (Bethnal Green), resulted from intensive fieldwork, site observation, and household survey, to show the applicability of this framework on the one hand, and its practicality in generating in-depth knowledge of the key social sustainability qualities to be used for future improvements, on the other. Finally, we make practical policy, planning, and design recommendations through which a more socially sustainable, liveable Bethnal Green can be achieved.

## 967 | A MULTI-SECTORAL LIFE-COURSE APPROACH FOR POPULATION HEALTH FROM GREEN SPACE? OVERCOMING BARRIERS TO POLICY INTEGRATION

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**ABSTRACT:** In the field of planning research and practice, it is now accepted that the achievement of more liveable cities requires the development of robust, evidence-based and publicly acceptable policies that 'unlock' sub-optimal development trajectories towards path creation for healthier cities. Such policy innovation clearly requires integrative solutions which bring together policymakers and stakeholders from wide-ranging policy contexts. In this regard, robust international research from multiple disciplines has increasingly identified important links between ecosystem services, green space and population health. In response to this growing body of evidence, new policies for planning and health are emerging across Europe. From a policy-making perspective, however, there are potential barriers to the achievement of health benefits from policies which purport to promote population health and urban liveability.

Employing Ireland as a case study, this paper involves an analysis of Irish practice towards integrating the benefits of green space for health and well-being into public policy. More specifically, a documentary analysis of public policy is employed to assess: current capacity, policy deficits and barriers and opportunities to enhance policy for health for all life-course and socio-demographic cohorts. The analysis reveals that poor policy integration resulting from divergent policy discourses and fragmentation across a range of policy silos (e.g. health, spatial planning) has reduced the overall capacity for policy making in Ireland. Furthermore, such barriers have obstructed pathways for the development and operationalisation of appropriate and implementable policy solutions which benefit the whole of society.

In identifying a clear need for substantial collaboration between different stakeholders in pluralistic arenas, the findings of this analysis indicate that a life-course approach to policy making can provide a common and understandable starting point from which actors from disparate policy arenas can develop policies and design solutions for health from green space. In so doing, this paper responds to the challenge of overcoming barriers to policy integration by advancing a multi-sectoral life-course approach for population health from green space.

## 1037 | TRACING THE POTENTIALS FOR FITNESS MOBILITY IN A WELFARE LANDSCAPE

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**ABSTRACT:** A welfare society requires a welfare landscape, that is: an inclusive landscape which, among other things, invites to an active and healthy lifestyle. In this paper, fitness running in the city of Malmö (in southern Sweden) is examined in order to facilitate a wider discussion on the complex and contested character of the welfare landscape, which as such promises a healthy and liveable urban environment. Recent research on recreational running offers a number of methodological approaches to assess such qualities, ranging from GIS based studies of runners' routes to autobiographical accounts. These studies, however, rarely engage in a discussion of the complexity of the landscape, e.g. how certain mobilities have been embedded in the urban fabric, or the importance of seasonality. Nor do they study how landscape ideals affect where and when recreational running takes place. This paper argues the need for studies which try to trace a wider range of relations between the runner and the landscape, despite its methodological challenges. It provides a sketch of an urban landscape with the help of diaries, interviews, field studies and historical documents. By doing so, it contributes to a relational conceptualization of a welfare landscape.

## 1258 | FROM CITY STREETS TO THE SHELTER OF HOMES. URBAN PLANNING DEBATE ABOUT CHILDREN'S NEEDS IN HELSINKI 1946–1977.

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**ABSTRACT:** This paper reports how journalists, city planning officials and other urban planning professionals defined and expressed their opinions about children's needs in rapidly urbanizing Helsinki during 1946–1977 and how these discourses shifted with time. In the post-war period the debate about urban planning was exceptionally active and children in particular were in the center of the discussion. The sources of the study consist of seven pamphlets and urban planning publications, 188 interior and home design magazine articles, five short films and Statistical Yearbooks of Finland. The method used in this study is discourse analysis.

In the first discursive category (1946–1965) the writers and debaters were unanimous about the superiority of a garden city and saw the traditional city unsuitable for children. In their opinions garden cities would offer families space, nature, security and peace they needed in the increasingly hectic urban life. Hygiene occupied a central role in the discussion. Good housing environment was seen as a more refining influence in the city, as dark and cramped habitation was viewed as the cause of sickness and immorality. In this view, children would roam independently in the nature, far from pollution, traffic, dirt and social dangers of the old city.

In the second discursive category (1966–1977) the focus shifted from outdoor spaces and glorification of garden city-model to indoor spaces. Criticism towards new suburbs and their ability to satisfy children's needs grew. Surveillance and supervision of children were key components of the second discursive category and the ideal space for children was considered to be inside their homes. Physical activity was still important and homes were supposed to be big enough for children to play. An ideal home would be equipped with apparatus such as a stall bars or a swing to ensure the physical activity of the children.

One of the main issues raised in the debate about children's welfare in urban contexts is the decrease of children's freedom to move and roam without adult supervision. Hillman and his colleagues were the first ones to report a reduction in children's opportunities to engage with their surroundings in Britain and Germany between 1970 and 1990. Study conducted in the Netherlands came to the same conclusion; playing outside had lost its dominant status as children's space between 1950 and 2000 in Amsterdam. As professor Lia Karsten notes, today children play outside less frequently and for less time, have a far more restricted home range and are subject to far more interference from their parents. Studies done in England, in the United States, New Zealand and in the Nordic countries have also shown a decline in children's independent mobility.

I wish to bring a historical perspective to the discussion about healthy and livable cities especially focusing on the changes in children's independent mobility in Helsinki. How were healthy and livable cities for children defined and how the definitions changed with time? What were the good and health promoting initiatives of the post-war urban planning for children and what mistake should not be repeated?

## SLOT T13.S04 | ROOM V1.24 | ENRICA PAPA | UNIVERSITY OF WESTMINSTER

### 79 | PLANNING FOR DISRUPTIVE TRANSPORT TECHNOLOGIES: HOW PREPARED ARE TRANSPORT PLANNING AGENCIES?

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**ABSTRACT:** This paper reports on preliminary research to understand the preparedness of transport planning agencies for the arrival of new technologies of automated private and public transport vehicles in Australian cities.

Already corporations are playing an increasing role in the shaping of Australian cities through their ability to mobilise capital to support large infrastructure projects and to usurp institutional planning roles which have traditionally been the responsibility of public-sector agencies.

The paper outlines emerging empirical evidence of changes in the roles of corporations in generating ideas, mobilising political support and ensuring the implementation of favoured city-shaping projects and sets this in the context of emerging literature on the evolution of the neo-liberal state from a 'steering and rowing' model of public-private relations to a corporatist model in which the private sector is embedded in the processes of government, such as planning, in a much more complex way. This is now being done under a new planning process that is fast becoming common in Australian cities: the 'market-led' or 'unsolicited' proposal evaluation framework. This framework allows corporations to bring proposals to government in ways which go outside traditional planning processes and to bypass conventional processes of engagement with civil society.

It is in this context that we present data from a recent survey of state and national transport planning and management agencies and corporations with interests in the development of emerging autonomous vehicle technologies. The survey sought to gather information about the expectations on these organisations in relation to the nature and timing of the deployment of new technologies; about the potential positive and negative implications for achieving environmental and social planning objectives; and about the collective infrastructure investments that the new technologies may require.

This work is being used to shape a new research agenda to explore the planning and regulatory frameworks that are needed to ensure that the new technologies can be deployed in ways that maximise the public good.

### 110 | MAY THE FORCE MOVE YOU: ROLE AND IMPACTS OF INFORMATION ACCESS IN URBAN MOBILITY PREFERENCES

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**ABSTRACT:** Mobility plays a central role in the socio-economic dynamics of cities. The innovation recently brought into the market for mobility innovation (by apps, social networks and sharing economy practices) impacts upon the economic appeal of urban areas and strongly influences the preferences of individuals in happiness, lifestyles and related aspect of urban consumption.

Several sharing devices are nowadays producing such effects, offering innovative solutions to support the availability of mobility supply. Their initiatives do not move through the traditional channels of public policy or big private investment, although information devices still contribute towards market efficiency and appreciate the human capital of urban realities. They do so by conveying useful tools to the whole

community of users, by proposing new ways of producing knowledge and services, and by favouring symmetric information in the urban mobility market.

The paper aims to discuss the impact of these innovation devices in shaping individual's mobility preferences, by drawing on a wide set of experiences that have introduced new technologies and shared mobility practices that provide significant information related to mobility. By providing new forms of knowledge, information devices can facilitate the use of existing mobility services and the recourse of new alternative solutions. Moreover, by favouring the availability of a wider set of transport alternatives, such devices may improve the overall individual access to urban opportunities. In order to investigate the topic, the paper intends to explore three dimensions: first, the role that information has in shaping individual mobility choices, and how it interacts with personal preferences and needs; second, the varied forms of relevant mobility information made available by new devices; third, the many subjects (institutions, service providers, civil society organizations, community enterprises...) who produce information collecting data and making them available in different forms. The paper grounds its reflection in the fields of human geography and urban policy analysis combined with the behavioural economics and the nudge approach in particular, focusing on how information influences individual decisions and defines personal preferences in terms of mobility behaviours.

By discussing the relevance of information and its manifold features (in terms of sources, objects and forms), the paper can contribute to urban mobility policies that are more attentive to individual needs and more effective in terms of sustainability. In fact, on the one hand the discussed issue allows to better understand how information impacts individual mobility choices, focusing on a crucial feature that defines mobility demands. On the other hand, the paper highlights useful elements to nudge individual mobility choices towards practices with wider collective benefits, for example promoting the use of more sustainable mobility alternatives.

## 441 | IS PLANNING (FOR) SELF-DRIVING VEHICLE TECHNOLOGY A QUESTION OF SOCIAL JUSTICE? A PERSPECTIVE FROM FINLAND

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**ABSTRACT:** Issues such as climate change, migration, and economic constraints present significant challenges for transport planning practice. The emergence of disruptive technologies, such as self-driving vehicles (SDVs), is introducing a set of additional uncertainties, resulting in increased governance and decision-making complexity. SDV technology is undergoing rapid development, with pilots worldwide focused on different automation levels, and a dominantly passenger car-based vision. The ongoing discussion is beginning to outline a vision of benefits and limitations associated with potential SDV technologies. However, the discussion is underlined with significant uncertainty about the actual effects on both transport systems and society in general, thus resulting in significant additional challenges for transport systems planning. Moreover, the dominant visions of SDV technological transition neglect a range of societal dimensions. This research addresses the identified knowledge gap by exploring societal dimensions related to SDV technology, and discussing planning strategies, tools, and policies for handling the technological disruption.

A case study in Finland involved 22 semi-structured interviews with actors from the public transport agency, national, regional and municipal government agencies, and the private/civil sector. Simultaneously, a community for non-expert discussion was established using an online platform. The conceptual idea of a self-driving urban area (SUA) was used to stimulate expert and non-expert discussions. The elements of SUA concept include self-driving electric shuttles with fixed and on-demand routes, proximity to high capacity transport nodes, integrated land use, transport and energy infrastructure planning, emphasis on street design for walking and biking, restricting car access through parking management, and public transport and pricing policy. The analysis of interviews and non-expert discussions highlights a range of uncertain factors that require accounting for, ranging from questions of infrastructure and technology, services, policies, and organizations, user behaviour and everyday activities, as well as societal norms and values. Moreover, the analysis suggests that the dominant visions of SDV technology and related transitions narrow down the range of possible futures.

The discussion section focuses on the role of planning and policy in handling the emerging SDV technology. The discussion draws from other fields (planning theory, transitions theory, science and technology studies, and philosophy of technology), while being situated in relation to the Finnish MALPE



integrated planning approach, which includes land use (M), housing (A), transport (L), services (P), and economic development (E). Following a non-utilitarian perspective on social justice, the identified overarching issue is one of the redistribution of benefits and burdens. In particular, the discussion critically examines questions related to horizontal and vertical policy integration; risk and investment management; the epistemological and ontological assumptions underlying the current transport planning methods; the relationship between planning and the path-dependence in the technological development trajectory; constraints and forces on developing strategic visions; and the means for wider societal discussion on the democratic acceptability of the distribution of benefits and burdens.

## 997 | MOVING TOWARDS HAPPINESS? UNDERSTANDING TRAVEL MOODS THROUGH TWITTER DATA IN TURIN

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**ABSTRACT:** The research will address the following questions: does urban mobility matter for health, and mental health in particular? How does each transport mode relate to our level of stress/happiness?

A previous study conducted on Turin (Melis et al. 2015) showed that among indicators related to urban structure and social composition, 'accessibility by public transport' seems to be the one with strongest relation with mental health (depression) outcomes. Starting from this results, we decided to further explore this association through the use of data from social media.

Recent trends in the use of social networks have opened up new opportunities in the field of urban and transport studies: the great amount of data coming from Twitter is an example, providing easily available, often geo-referenced, marginally costly, datasets offering new insights on individual and collective life. The accuracy and reliability, as well as representativeness of the results coming from the use of this new source of data in the mobility and planning field is undoubtedly growing.

The project uses Twitter data collected for the metropolitan area of Turin (IT) and analyses it using a Semantic Analysis algorithm to show spatiotemporal levels of happiness (valence) of users, related to the transport mode they have been using. Geographic Information Systems (GIS) and spatial analysis techniques are then used to visualize spatial patterns and associations among happiness levels and contextual variables, such as land-use. From a methodological point of view, results can be compared to research conducted on US cities by Flint University (Rybarczyk and Banerjee 2015), as the method used is the same. The purpose of the study is exploratory, in order to understand which use can be done of such a rich data source as social media information.

Therefore, the results may be used to promote the use of social media data by transportation planners and public health officials for developing more effective transportation plans and policies, as well as to understand the degree of satisfaction/stress linked to different transport modes.

## SLOT T15.S04 | ROOM V1.25 | BEATRIZ CONDESSA | IST-ULISBOA

### 65 | A BACKWARD IDEOLOGY OF PLANNING: THE NEW LAND LAW FOR THE CANARY COMMUNITY

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**ABSTRACT:** Two historical moments have been of significance in territorial planning. The first had to do with the so-called process of enclosures where common land was fenced off and converted into private land, a widespread practice above all in Great Britain in the XVI century. The second historical moment was marked by the introduction of municipalities that became the basic unit of territorial organization as of the XIII century.

It could be claimed that town planning laws based on the Napoleonic Legal Code have followed this traditional concept of municipality.

The recent Blueprint of the Land Law for the Canary Community (2016) would appear to want to turn back the clock of history in town planning and resuscitate administrative organization of territory along the even more traditional version of planning: by municipality, by island and by region.

This tight inherited corset is both technically and politically incoherent. It is technically incoherent because it makes the municipality into the basic sphere for town planning without any consideration relating to either size or socio-economic characteristics. And it is politically incoherent because it does away with overall control of territorial planning allowing rather for each municipality to approve its own local plan and thereby obviating any possibility of a regional body exerting any kind of supervision

This is a kind of code that tries to merge together all the different laws that exist on the subject and therefore immediately annuls the General Guidelines for Organization (2003) and the Territorial Planning Laws for the Canary Islands and their Natural Areas (2000-2013). In other words, it annuls the possibility of overall territorial planning.

The type of territorial planning posited and the tools defined for its execution are basically lacking in coherence. The planning procedure proposed does not obey any type of logical organization nor is it attuned to deal with different morphological circumstances or socio-economic conditions. Therefore, it makes no difference between, for example, a scattered population or a community grouped together in one compact block of buildings. It moves from an economy based on the primary sector to one based on the tertiary sector with high-density urban criteria, above all in the tourist areas where the population concentration is notably intensive and extensive.

The same thing can be said of infrastructure and utilities provision where various municipalities should be looking for common solutions in a territorial continuum which is simply not given as the result of the municipal divorce. This leads to an administrative nightmare where areas intense in metropolitan services are divided administratively regressively back to the old separate individual municipal structure.

This liberation from all type of control which is given to the municipalities, trusting in their discretionary use of the powers bestowed although under heavy pressure from the business sector casts a shadow of doubt onto the future viability of producing any kind of integral planning policy while opening the door onto possible cases of corruption which already abound in the capital cities and in the tourist areas.

There is a need to divide the territory up into areas of planning that are more functional (economy of resources) and allow better government and governance (more efficient means to governance) according to their separate and different characteristics.

## 520 | CITIES VERSUS AIRBNB? COMPARING REGULATORY MEASURES AND POLICY INSTRUMENTS DEALING WITH SHORT-TERM RENTALS IN EUROPEAN CITIES

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**ABSTRACT:** This paper focuses on the challenges posed to both law and planning by the proliferation of short-term holiday rentals in European cities. The sharp rise in short-term holiday rentals over the past five years has been fuelled by the emergence of new economic actors in the form of online platforms supporting the so-called new 'sharing economy', the most well-known being AirBnB. This has encouraged property owners or companies to convert residential apartments into holiday rentals, legally or illegally. This has had dramatic impacts on the transformation of local housing markets and neighbourhoods, by contributing to push rental prices up and decrease the housing stock available for long-term occupation. This contentious issue has become widely publicized and discussed in the European media, and is part of a broader trend towards the politicization and contestation of the impacts of global mobility and tourism flows on cities (Colomb and Novy 2016). In response, some municipal governments have recently passed new regulations attempting to control the proliferation of short-term holiday rentals and the activities of platforms like AirBnB and their users (Dredge et al. 2016), but have thus far had only limited success in curbing the spread of short-term rentals.

The paper will present the preliminary results of a comparative analysis of the regulations put in place by a number of European cities, in particular Barcelona, Berlin, London, Paris, Amsterdam, Lisbon, and a number of Italian cities. We will offer a typology of these regulations on the basis of (i) the policy sectors through which they are introduced (e.g. land use planning, building use legislation, housing regulations, licensing and taxation practices applying to specific forms of economic activity, health and safety regulations) and (ii) the type of policy instruments they rely on (e.g. regulatory, economic and fiscal, agreement- and incentive-based, or information/communication-based, see Lascoumes and Le Galès 2007). We will reflect on the local and national political debates for and against regulation, showing which local actors (e.g. residents' associations, local politicians), national actors (e.g. professional associations representing the hotel industry), and supranational actors (e.g. the sharing economy platforms themselves, or the European Commission) seek to influence the new legal measures dealing with short-term rentals. Finally we will show that along with regulation, the crucial challenges are to be found in the implementation, data monitoring, enforcement and control capacity by local authorities.

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## 936 | STRUCTURING INFILL DEVELOPMENT AS A REFERENTIAL FOR THE EXTENDED CITY PLANNING

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**ABSTRACT:** A large part of Portuguese cities is confronted with an over-dimensioning of buildings, housing and infrastructure, particularly given the demographic scenarios anticipated for the next decades. This reality stresses the need: (1) to contradict urban sprawl; (2) to promote the requalification and regeneration of consolidated areas and brownfields; (3) and to take advantage of the available resources and investments.

Moreover, the functional/perceptive diagnosis of the current situation reveals that the existing urbanization is also disorderly (fragmented, dispersed, diffuse), with negative consequences on the functionality and legibility of urban landscape.

To these facts one should add that Portuguese public institutions are now dealing with a situation of budget constrain which requires the identification of key interventions and investment priorities.

Considering the mentioned problems and financial limitations, recent legislative changes have been made to encourage an attitude of containment. First, the DL 307/2009, of October 23rd, affirms urban requalification/regeneration as a main national strategic goal. Second, the DR 11/2009, of May 29th (revised by the DR 15/2015, of August 19th) - regarding land reclassification and the redefinition of urban perimeters - takes significant steps against the oversizing of urban land within municipal plans, which promote indiscriminate expansion and dispersed occupation.

More recently, the new Framework Act of Land Use, Spatial Planning and Urbanism Public Policy (Law 31/2014, of May 30th) and the subsequent revision of the Legal Regime of Territorial Management Instruments (DL 80/2015, of May 14th) follow the same approach and contribute to consolidate a paradigm shift towards the rationalization of existing resources (land, infrastructure, buildings).

In this context, we address the need to re-qualify the Extended City through small, strategic and (tendentially) self-financing interventions which improve the Urban Structure – a “Structuring Infill Development”.

The conducted research clarifies and articulates concepts that have been considered separately within the scope of recent research. Methodologically the study is based on the development of two separated conceptual frameworks and in a case study – the Portuguese City of Abrantes.

Therefore, the paper is divided in four topics:

- The concept/instrument of Structuring Infill Development.
- The usefulness of this concept/instrument to qualify physically and functionally fragmented territories, especially in financial constraint circumstances.
- Effective applications of the concept/instrument within municipal land use plans, namely urban zoning plans (PU).
- Implementation processes and strategies to be adopted following the guidelines of the current Portuguese legal framework that stresses the importance of programed, integrated and systematic urban interventions.

## 1001 | ENVIRONMENTAL VERSUS URBAN PLANNING AND MANAGEMENT - A COMPARATIVE ANALYSIS BETWEEN METROPOLITAN AREAS OF FORTALEZA (BRASIL) AND OF LISBON (PORTUGAL)

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**ABSTRACT:** An integrated and coordinated approach of planning and management focused on urban and environmental issues has been the challenge of countries seeking Sustainable Development, in order to provide a better quality of life for the population and adequate land-use planning. According to Muniz (2013), many urban planning policies and plan proposals have not yet been implemented and there is still a gap between planning and management. This argument can also be added to another issue related with a persistent differentiation between urban planning and environmental discipline, at different levels of government both in Brazil and Portugal that led to several difficulties of integration among the planning systems in both countries.

Between Brazil and Portugal there are significant differences between the architecture of planning system. The statutory planning system and instruments in Brazil are still evolving and are adjusted to a more liberal economy. In Portugal there was a huge influence of European Directives on national legislation and local regulation, with different approaches in terms of environmental management and integration models with urban planning issues.

The aims of this paper is to provide a comparative framework between urban and environmental integrative models, in terms of planning and management issues, focused on two metropolitan areas of Brazil and Portugal. This includes current political and administrative organization, types of plans, main types of regulatory land use instruments, main types of urban / environmental rules and different ways of integration in terms of urban/environment management.

The research was carried out in the metropolitan areas of Fortaleza and Lisbon, due to the fact of being coastal regions and with similar population dimensions and a similar number of municipalities. The analysis seeks to highlight the more meaningful differences based on data collection in planning and urban and environmental management, but the research explores also qualitative approaches complemented with an extensive bibliographical revision.

Despite Portugal (very much influenced by European Directives) may be a reference for Brazil in many aspects, there are local specificities and still some difficulties in the effectiveness of spatial planning instruments integrating environment and land use regulation. Territorial management problems are still present, namely those related with integrative knowledge between urban and environmental dimensions, also mentioned by Davoudi (2010:638). The results of the research point out that even with some similarities, metropolitan areas have very different cultural and organizational models of regulation and planning is still evolving towards better models of management of change in the natural and built environments.

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**SLOT T15.S12 | ROOM V1.26 | ROB ATKINSON | UWE**

## **61 | 'PROFITING FROM FAILURE?': INVESTOR NARRATIVES AND IMAGINATIONS OF LONDON'S CHANGING PROPERTY MARKETS**

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**ABSTRACT:** This presentation will report on the first stages of an on-going research project on the financialisation of London's property and investment markets and its impacts of recent trends and projects on the planning and development of the city's built environments. London has been faced with growing development pressures over recent decades as its economy and population have expanded. The built environment has become a highly attractive location for inward investment in residential and commercial property, urban infrastructure and a range of productive enterprises. These developments have occurred alongside the transformation of the city's governance systems including wider processes of privatisation and deregulation/re-regulation and fiscal innovations. They have also been accompanied by new or increased patterns of socio-spatial segregation. And yet the governance relationships that underpin these processes remain relatively little understood. A growing body of literature on the financialisation of urban environments has emerged but much of this is relatively abstract. This paper contributes to this literature by exploring the ways in which global investors imagine and construct narratives about global cities, such as London. It will assess the types of imagined investment landscapes that are being mobilised and deployed in the city and the work that these mobilisations play in justifying investment practices and policy arrangements. The paper will reflect on the implications of investments for the production and management of the urban built environment and the types of global-local relationships that are now emerging.

## **234 | GOVERNING URBAN DEVELOPMENT: PLANNING AND REGULATORY TOOLS IN THE UK**

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**ABSTRACT:** Drawing on our initial work as part of the PARCOUR (Public Accountability to Residents in Contractual Urban Redevelopment) research project this paper will investigate the forms of governance arrangements developed in three UK case studies (Bristol, Gloucester and Taunton) of public-private urban development partnerships and the associated planning and regulatory tools utilised as part of this process. Contracts, deeds, by-laws and other regulatory instruments are used as planning tools to regulate actors (from the public, private and civil sectors) involved in the regeneration of previously developed land. PARCOUR argues that contractual relationships create a specific form of governance that have important implications for the democratic legitimacy of projects for Sustainable Urban Development (SUD). More specifically by studying diverse planning tools in Brazil, UK and the Netherlands, PARCOUR will engage in the comparative evaluation of public accountability in relation to residents.

In terms of the UK case studies selected range from completed (Bristol), largely completed (Gloucester) to partially completed (Taunton) and their development ranges from the 1990s to the late 2000s (Bristol), the 2000s (Gloucester) and 2000s to the present day (Taunton). Although each was either conceived or being worked on during a period of time in which the prevailing discursive framework operated within an overarching neo-liberal discourse emphasising economic development and competitiveness over social and environmental outcomes.

We seek to identify two types of planning and regulatory tools:

- 1) those deriving from national legislation (and how they were deployed in each of our case studies);
- 2) any specific, more informal or ad hoc planning and regulatory tools developed with reference to the specific case study.



At this stage of the research we are assuming that in each case the relevant partnerships drew upon (1) and (2) in the light of their past experience in urban development partnerships and in relation to each case and its goals. Moreover, as part of the wider PACOUR project we seek to assess the extent/degree to which these planning and regulatory tools were able to provide some form of accountability to residents and other interested/affected parties as well as to deliver outcomes that were in the 'public interest'. Indeed it is part of the project's aims to determine how the notion of the 'public interest' was constructed/understood and operationalised by the various parties involved in the development process in each case study.

Part of what we hope to do is to understand how contractual relationships, particularly between the public and private sectors, affected/influenced public accountability (in terms of transparency of decision-making) and the delivery of outcomes that were, at least in part, in the 'public interest'. The risk we perceive is that contractual relationships are shrouded in 'secrecy' under the guise of commercial confidentiality that obscures the 'public gaze' and runs the risk of effectively undermining both accountability and the 'public interest'. Thereby creating a form of 'subterranean governance' that structures the way in which these partnerships operate without being subject to any rigorous public scrutiny and accountability.

## 604 | URBAN REGENERATION PROJECTS IN BRAZILIAN CITIES: HEGEMONIC DISCOURSES AND POLICY MODELS

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**ABSTRACT:** This paper scrutinizes the main argumentative approaches underlying the discursive construction of the notion of public interest in the context of urban regeneration projects in Brazilian cities and the recent evolvement .of the legal and regulatory apparatus related to these interventions. Brazil is a three level State, with governmental and legislative bodies at the federal, state (province) and municipal levels. The complex set of regulations and governmental initiatives related to urban redevelopment projects are spread through these different political/administrative scales.

Two simultaneous and relatively opposite movements seem to have occurred along the last decades in the bigger Brazilian and Latinoamerican cities: the emergence of urban development regulations that seek to ensure social rights and to favor the redistribution of urban goods and social participation, contrasting with exclusionary processes entailed by the increasing pervasiveness of real estate and financial capital in the field of urban space production

If the notion of public interest is disputed and contingent, assuming different characters according to the context, the evocation of this idea is always present in large-scale urban interventions. In the case of urban regeneration projects targeting previously developed land, a verifiable connection between their alleged purposes and the pursuit of goals embedded in interests of a higher kind is necessary if it is to attain a minimum level of legitimacy and political consensus around them. If the policy narratives may change according to local features and contingencies, it is possible to identify discursive constructions that are recurrently applied to legitimize urban regeneration projects in a public interest basis, which make of them hegemonic discourses.

Reflecting on the relations between urban regeneration projects and discursive formulations on the public interest unfolds in two dimensions of analysis, which could be summarized as a substantive one and an instrumental one. The first revolves around questions such as the general goals and strategies of urban development and the reasons why regeneration projects are expected to generate positive impacts in the city. The second revolves around the way how they are implemented, the alleged reasons for the choice of certain kinds of regulatory arrangements rather than others.

This work explores these two dimensions of hegemonic discourses on urban regeneration projects in Brazil and the planning tools related to them. First, it seeks to show how different - and eventually conflicting - assumptions have been mobilized and articulated in order to forge a widespread assimilation of urban regeneration initiatives as socially desirable interventions. In this sense, it explores the recent evolvement of the ideas of 'urban reform', 'strategic planning' and 'sustainability' within the urban policy debate in Brazil and their influence over the imaginary of urban regeneration projects. Second, it presents the policy and regulatory devices most commonly employed in urban regeneration projects in Brazilian cities, analyzing the dynamics of their diffusion and the rationale behind them.

## 809 | CONTRACTUAL ARRANGEMENTS FOR URBAN REDEVELOPMENT: IS THERE AN EVOLUTION IN DUTCH PLANNING?

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**ABSTRACT:** As governments have increasingly welcomed private developers, financiers, and investors to assume more responsibilities in Dutch urban development over the past few decades, private sector parties have become deeply involved in initiating, designing, financing, constructing, and maintaining projects, illustrating an increasing incorporation of market principles. Government actors are no longer automatically the commissioners of the property that is developed. Therefore, in order to ensure guardianship of public value in spatial plans and the realization of these plans, they need to close deals with private sector partners. Vice versa, private sector partners likely need planning consent or assistance from governments regarding the construction of off-site and on-site infrastructure. Arrangements like these are established in public-private development agreements. Governments still use public regulations to steer urban development, such as land-use plans and environmental permits, but public-private agreements have become popular as planning tools, and they are typically laid down in a series of contracts, deeds, and by-laws—we are observing the rise of contractualism.

A number of scholars have addressed the presumed evolution in the governance of projects within the Dutch planning system, focusing on topics such as risk, uncertainty, flexibility, learning processes, and citizen participation related to the widespread use of contracts and similar tools that are inherent to private sector involvement in urban planning. However, not nearly all of these contributions managed to discuss contractual matters in a very in-depth manner. When it comes to the content of the deals that are closed, and the actual agreements as they are signed between project partners, the debate remains on a relatively abstract level. Moreover, much of the work published on these issues typically applied a narrow scope in the sense that one or a few cases were analyzed, without placing them in a wider, national context. For instance, there has been a bias toward scrutinizing cases in the city of Amsterdam, which is a rather atypical setting compared to the Netherlands at large. As a result, it remains unclear whether we are really noticing changes in the governance of projects on a country-wide basis. There remains much to be explored when it comes to what is actually included in the contracts and other agreements that are closed between public and private sector actors.

This paper addresses the two aforementioned lacunas. First, it will delve into depth about the contractual arrangements as they are closed between public and private sector actors. Second, it will discuss cases that we consider to be representative for the Netherlands in certain periods of time. Our main aim is to provide a meta-view of the presumed evolution toward a more contractual approach of urban development, and to illustrate this process with case-specific material. On the basis of empirical data collected as part of PARCOUR (Public Accountability to Residents in Contractual Urban Redevelopment) research project we investigate three representative urban redevelopment projects in Amersfoort, Amsterdam, and Maastricht. Each project was developed in a different period of time, which gives us the opportunity to disentangle the evolution in the governance of projects. The data includes both national and local policy documents, as well as project-specific, sometimes non-disclosed documents.

## SLOT T18.S04 | ROOM V1.08 | WARD RAUWS | UNIVERSITY OF GRONINGEN

### 477 | A PLANNER, A DESIGNER AND SUSTAINABILITY EXPERT WALKED INTO A COMPLEX SITUATION

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**ABSTRACT:** The challenges facing planning researchers and practitioners, including globalisation, climate change, demographic shifts and rapid technological change, are increasingly difficult to predict, model and control. Given this complexity, planning cannot hope to set out all possibilities in advance. Instead, it should embrace a non-linear vision of planning and policy-making based on a performative process of partial fixes and an awareness of limitations of governance approaches based on assumptions of predictability and controllability (Hillier, 2012). One way to ameliorate this uncertainty is to embrace collaborative planning. According to Booher and Innes (2010), the complexity of planning issues necessitates collaborative processes that are self-organising, and incorporate diverse agents, multiple interactions and nonlinear dynamics. While collaborative planning is often incorporated in planning research and practice, it is often criticised for marginalising weaker groups while legitimating the results (Innes & Booher, 2015) and focusing on process at the expense of substantive issues (Fainstein, 2010). Similarly, urban planning is often criticised for following path-dependent legacies that undermine alternative solutions (Malekpour et al., 2015). In this paper we argue that planning has much to gain from other disciplines. Transition Management, derived from sustainability transitions literature, is based on governance and complex systems theory (Loorbach, 2010). It is a theoretical framework and a collaborative practical process designed to support radical transformation towards a sustainable society (Grin et al., 2010, p. 1). Similarly, design thinking literature provides a practical process for co-designing solutions based on the overlapping spaces of inspiration, ideation and implementation (IDEO.org, 2015). Both transition management and design thinking feature a greater focus on experimentation, an approach suited to the fluidity of complex systems. We argue that planning, sustainability and design are allied disciplines with complementary approaches to dealing with a plurality of perspectives and non-linear approaches to decision-making and problem solving.

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### 535 | LARGE INFRASTRUCTURE PROJECTS BRING VESTED PLANNING APPROACHES TO THEIR KNEES THE ENCOUNTER WITH COMPLEXITY

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**ABSTRACT:** In the quest for a more sustainable mobility, present planning approaches do not prove effective; they prevaricate when it comes to the complexity that characterises present wicked mobility issues. Neglecting complexity, leaves room for counter-productive impacts on the further decision making

process, which then becomes a Calvary. Though the failures of traditional planning approaches for large infrastructure projects (LIP) are well documented, the actual implementation in the field of spatial and mobility planning lags behind. By browsing through the scientific evidence on LIPs, we highlight the barriers and issues that remain neglected. In our case study on the Oosterweel Link (LIP Antwerp), we have assessed some sore spots in the planning process, by hosting both vested and civic actors in a round table discussion, the results of which we want to share in this paper. The challenge was to bring the actors together and see if they could sympathize with each other's perspectives and decisions. In this respect, the discussion proved successful, however formulating the actual first step for a radical breakthrough was too much to ask. To cope with the encountered complexity, we proposed a switch to a coevolutionary approach, in which sufficient flexibility is guaranteed, but in which the omnipresent urgency to act can also be responded to; as structural congestion not only reduces the economic competitiveness of the Flemish region, but also deteriorates air quality and associated environmental (and) health issues. The participants could agree on the merits of such approach, as the balance between interaction and control is crucial. But who leads or supervises? The role of a mediator or intendant is analysed in this respect. Furthermore, the paper elaborates on the role of the government in the process and the instruments that are already established with regard to complex projects.

## 775 | COMPLEXITY, PLURALISM AND VIRTUES. IS EGOISM THE MAIN PROBLEM OF CONTEMPORARY CITIES AND SOCIETIES?

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**ABSTRACT:** Human selfishness has always received a lot of flak. Adam Smith himself has often been accused of making selfishness the core of the discussion, followed by mainstream economics. Many say that egoistic individualism basically epitomises human interactivity in our cities, which are in complete thrall to the mechanisms of market economy. From this we might therefore presume that the only way to revitalise the city at both spatial and social levels, is to curb self-interest and put greater emphasis on altruistic interaction.

This paper attempts to show that the question is actually more layered – due to the complex nature of contemporary cities and societies – and therefore requires a more manifold approach (in terms both of positive economics and of normative planning theory). The paper is focused on three crucial questions: Do positive economics necessarily presuppose that the economic actors are selfish in their actions? Is altruism always possible and viable? What should be the focus of the normative theory of public institutions (motives or rules)?

The paper will try to show that, as the complexity of our cities and societies has increased, our capacity and ability to directly help individuals outside of our own little groups and organisations has significantly diminished, with the result that the good functioning of such cities and societies is created more by shared abstract rules than by concrete aims.

## 946 | CO-EVOLUTIONARY PLANNING FOR FLOODING: A COMPLEXITY PERSPECTIVE ON THE SPATIAL DEVELOPMENT OF FLOOD RISKS

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**ABSTRACT:** At first sight, flooding presents itself as a physical issue. This could lead one to think that solutions are to be found in the physical realm – from robust, large-scale solutions (e.g. dikes, weirs) to flexible, small-scale ones (e.g. floodgates, flood proofing, floating homes). However, this focus on physical measures ignores the complex societal context in which these measures are applied. The effectiveness of measures that could be considered physically resilient indeed depends on the embedding of these measures in the social context and institutional dynamics. Examples are the resistance to certain measures, the distribution of responsibilities in implementing measures, the motivation of land users to

protect themselves, etc. Flood resilience is thus not only to be sought in the technical, but also in the social realm.

Therefore, this research focuses on how the relations between different actors and societal mechanisms involved in the spatial development of flood risks determine overall resilience to flooding. To do so, it adopts a co-evolutionary perspective, which assumes that the built environment is produced by a myriad of actors through a multiplicity of formal and informal, deliberate and unconscious, and active and passive strategies. These strategies are in co-evolution with their wider context, meaning that they both influence and are influenced by each other. Overall resilience is then dependent on the nature of this co-evolutionary process.

To identify and gain insight in the co-evolutionary mechanisms at play, a case study in Belgium was performed, focusing on three scales: the regional (Flanders), basin (Dender) and local scale (Geraardbergen). Based on interviews and a survey, the role of and interactions between different actors in managing flood risks was analyzed. These insights, on the one hand, explain the current relationship between formal flood risk management and spatial developments but, on the other hand, can also guide the development of alternative strategies to develop flood resilience.

From the empirical findings, it seems that the co-evolutionary process between the different actors involved in flood risk management is currently not fruitful. Flood risk management is entrenched in a one-sided technocratic approach. This is evidenced by five co-evolutionary mechanisms: (a) the dominance of structural and protective measures, (b) the emphasis on economic damage, (c) responsibility and decision-making, (d) insurance and compensation systems and (e) knowledge on flood risks and its institutionalization.

In order to break away from this negative spiral, two main policy issues arising from the co-evolutionary processes between actors are discussed from a co-evolutionary perspective: the dilemma of flexibility versus robustness, situated in the interaction between land and water, and the issue of shared responsibility, situated in the interaction between state and society actors. The observed gap between society and flood risk management and the lack of fruitful co-evolution can be overcome by two complementary, simultaneous roles for spatial planning: to create supporting conditions (adaptive condition planning) and to engage in processes (co-evolutionary interventions).

As such, the co-evolutionary framework provides a broad perspective on how flood risks develop through time and place and explores what the role of spatial planners could be in bringing these different parties together.

## 975 | SPATIAL PLANNING IN COMPLEX CONTEXTS: THE DEVIL IN THE SHORT CHAINS

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**ABSTRACT:** Complex contexts are far more frequent than linear, simplistic spatial planning approaches would suggest. Although recent advances in research show the benefits of complex approaches to spatial planning contexts, there are still less explored topics, such as the dichotomy between top down and bottom up decision-making; this field of discussion leads invariably to the discussion of the planner's role, ranging from leadership to co-working.

In more traditional spatial planning contexts, top down and bottom up processes are frequently addressed in a dualistic way and moreover they are seen one in alternative to the other. However, some complex contexts in which, for instance, two subsystems differently positioned in hierarchical terms interact, might imply simultaneous bottom up and top down processes. How can they work together? In our point of view, a condition to allow simultaneously movements top down and bottom up remains on the existence of brokers enabling the establishment of short chains between the bottom and the top of the hierarchy within each subsystem and between subsystems. For instance, if bottom up processes can be crucial for initial self-organization and evolutionary processes, co-evolution can difficultly be possible without top down processes as well.

In this context, in which bottom up and top down processes are simultaneously present, we see planners as the combination of professionals from different disciplines with a strong link with planning processes. In terms of planners' participation, some processes can be rather striking. For instance, planners can play a crucial role when the process is concentrated in solving small problems – the early phases in which

experimentation is fundamental. They can be the ones testing tools, giving feedback from their results, exposing their weaknesses. They can be fundamental in feeding the long-term relations between two subsystems. However, their central role on identifying the problem in a way vanished when it comes to find solutions. They are not among brokers, providing short-chains. We find this striking, maybe because we tend to focus planning activity in plan-making and therefore to see planners as a central piece in planning. But it can also be the result of countless other factors, which we propose to develop in this research.

Regarding short chains, they have been associated with flexibility, innovation and change which, in turn, are conditions and outputs of coevolution in complex adaptive systems as well as in complex adaptive hierarchical systems. On the contrary, long chains are usually connected to stability and order but also with inefficiency and bureaucracy – aspects that seem to hamper the systems' dynamic path and capacity to evolve.

In this paper, the authors explore the role of short chains in spatial planning, from the complexity theory perspective. Are short chain systems a / the answer to solve old spatial planning conflicts or are they Pandora boxes, plagued with unforeseen perils and pitfalls? Which part do planners play in these systems? To answer these questions, the authors analyse the potential advantages, limitations, possibilities and risks of short chains systems, inter crossing different areas of knowledge, in a transdisciplinary view of the problem.



## SLOT T19.S04 | ROOM V1.07 | RICHARD SLIUZAS | UNIVERSITY TWENTE

### 143 | VULNERABILITY, INEQUALITIES, AND RESILIENCE: GREENING URBAN PLANNING QUEST IN MODERN TUNISIA

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**ABSTRACT:** Tunisia, where sparked the 'Arab Spring' uprisings, is commonly called 'Green Tunisia'. The country is a subsystem within a global ecological and socioeconomic system. As any other country, it is facing the climate changes extremes and their negative externalities on different intermingling levels: biophysics, economic, psychological, political, social, and cultural. The authors highlights that addressing environmental hazards and stresses is a socio environmental matter, and then ecology sociology is worth for better understanding thoseoften allegedly preconceived natural hazards, as anthropogenic ones. The method adopted in this study is qualitative one based on some previous empirical studies findings led on the topic. Moreover, few researches were led on the issue of vulnerability and resilience in Tunisia. The author addresses vulnerability and resilience within a social system model starting from biophysical level, through psychological, sociologic, economic, political, until cultural symbolic level. He analyzed the phenomenon in adynamic interconnection between those subsystems. Territorial inequalities' are social, ecological, psychological and politics. In his analyses of vulnerability, resilience, and adaptation in Tunisia, the author demonstrated that regional and social disparities in Tunisia are, in the same time, vulnerability and resilience inequalities towards environmental syndrome, which intensities and threats vary from social category to another and between regions. Finally, the author concluded that environmental disasters are not per se. They are, in fact, socially and culturally constructed. Assessing and mitigating those socio environmental facts require the understanding of the ex ante development policies, which had been focusing on economic growth only. Though, people well being needs also to pay more special attention to environmental dimension in order to achieve the sustainable development goals.

**KEYWORDS:** Greening/Inequalities/ Resilience/ Vulnerability/Urban Planning

### 466 | DROUGHT RISK, FARMER COMMUNITIES' PERCEPTIONS AND PLANNING FOR RESILIENCE IN RURAL CRETE, GREECE

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**ABSTRACT:** Drought is often considered by the public as the result of changes in the local prevailing climatic/meteorological conditions (basically precipitation). According to the experts however it is a phenomenon generated and influenced by both natural and manmade factors; even the natural may originate from the manmade component of Climate Change. Drought is usually classified into five versions linked with each other: Meteorological or Climatic Drought, Hydrological, Agricultural Socio-economic and Ecological. The present work focuses principally on hydrological, agricultural and socioeconomic drought in a rural territory since it is these versions that mostly affect and are affected by Local Farming Community Perceptions and Planning for Local Resilience and Sustainable Development.

Agricultural Drought is manifested through insufficient soil moisture hampering crop growth and agricultural production. It worries people in farming communities who depend on agricultural income for their livelihoods. Hydrological Drought is the result of reduced precipitation or human interventions in the surface and groundwater catchments. Socio-economic Drought is associated with the vulnerability of a community to long-term imbalances between water supply and demand. Severity of impacts of socio-economic drought depends on the ability of households, businesses and wider communities to adapt to the varying and deficient water availability. This is the reason why Resilience to Drought –as the ability of a community to adapt to water shortage- plays a critical role in Drought Risk Reduction.

Resilience is the precondition for effective adaptation. What matters, is not only resilience of the community as a whole but also resilience of individuals and the institutions that make up this community (e.g. households, firms, agricultural holdings, water and planning authorities).

Basic theoretical assumptions regarding challenges of Planning for Resilience to Drought are:

(a) Both collective and individualized resilience depend on (a) the respective agent's experienced exposure and Drought Risk Perception and (b) the range of resources (natural, social, economic, political and physical) that are accessible by the agent and which the latter can engage in effective and beneficial for the agent adaptation processes. Agents with affluent resilience assets have a comparative advantage; they can select the most convenient for them adaptation solution. On the contrary those deprived of resources have no opportunity for adaptation without losses.

(b) Planning for Resilience is to promote equal opportunities for adaptation, hence a process aiming at equitable accessibility to resilience assets. This may be hampered by power relations and is also a matter of Drought Risk Perceptions of both the exposed agents and the planning and water management authorities.

Rural Crete, in particular the farmer communities of Messara plain have been selected as the field of an experimental study of the interrelations among Drought Risk, Drought Risk Perception and Planning for Resilience of a Rural Territory to Drought. The study elevated resilience inequalities in Messara plain and the respective challenges of planning authorities. The methodology included a questionnaire addressed to a pre-selected sample of agricultural holdings, and interviews with key-staff of planning authorities to explore the rationale of resilience resource distribution and advocacy of certain forms of adaptation.

## 557 | INTEGRATION OF SOCIAL RESILIENCE WITH URBAN PLANNING AND DESIGN POLICIES IN FLOOD PRONE URBAN AREAS (CASE STUDY: SOUTHERN SHORE OF THE CASPIAN SEA, IRAN)

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**ABSTRACT:** In the past twenty years, the number of reported flood events has been increasing significantly. Immediate loss of life from flooding is increasing more slowly or even decreasing over time. While this is encouraging, fatalities still remain high in developing countries where flood events have a disproportionate impact on the poor and socially disadvantaged, particularly women and children (Jha et al, 2012). As an example in Asia, along the southern shore of the Caspian Sea, Iran, frequent annual floods cause damage of several urban areas. These damages consequently result in differential effects in the formal and informal settlements, poor planning urban areas etc.

Resilience theory originated in ecology. The resilience of ecological systems is concerned with system collapse; yet such a concern for cities is almost irrelevant, as history shows that most cities that have experienced catastrophic destructions have persisted and even flourished (Vale & Campanella, 2005). Social resilience has the potential to be crafted into a coherent analytic framework that can build on scientific knowledge from the established concept of social vulnerability, and offer a fresh perspective on today's challenges of global change. This approach is defined for empowering the social capacities which foster sustainable societal robustness towards the crises (Keck & Sakdapolrak, 2013).

This paper seeks to develop a theory on urban social resilience to floods as a new conceptual model and to answer the following questions: (1) what strategies should be developed for integrating social resilience in urban planning and design policies in flood prone urban areas? (2) What prerequisite conditions are needed to strengthen social resilience and to manage urban disaster risk from a longterm version in southern shore of the Caspian Sea?

This research methodology is based on a multi-criteria decision-making process to decide on the selection of the protection strategies and to evaluate the impact factors, which can be a combination of measures in Iran's southern shore of the Caspian Sea prone to floods risk. There is great diversity in the target of assessments (people, institutional stakeholders, buildings, or urban economy), in the sources of data (interviews, existing data sets, or expert judgments), and in the degree to which they are participatory or extractive in collecting data. In all cases, the purpose of assessments is to simplify complicated experiences of risk in order to assist in decision making process.

**KEYWORDS:** Urban planning policies, Social resilience, Flood risk, Decision making process, Southern shore of the Caspian Sea.

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## 896 | LAND SUBSIDENCE AS A BOTTOMLESS PIT: THE ECONOMIC CAPACITY AND REACTION OF LAND USERS TO LAND SUBSIDENCE IN INDONESIA

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**ABSTRACT:** Land subsidence describes the process of gradual settling or sudden sinking of the earth's surface. This can cause serious economic losses for land. The affected land users can react to the land subsidence in diverse ways: They can either fix damages on the short term, they try to prevent damage or prepare for future damage (adaptation), or they can retreat (i.e. move out of the area). Measures for the short term include reparations of cracks or pumping of groundwater. For adaptation, land users can elevate the buildings or reduce the weight of buildings.

There is not much evidence in the academic literature on which measures are actually used in practice by land users. In particular, in developing countries, the option to move out is very limited. So, it is important to investigate how land users respond to land subsidence and how this is related to the adaptive capacity of land users.

This contribution presents findings of fieldwork in Indonesia, to explore which strategies are chosen by land users. It is also explored how the choice of measures relates to the adaptive capacity of the affected land users. This is related to the economic cost of the land subsidence.

Therefore, surveys of 330 land users in the most rapid land subsidence in twelve sub-districts were conducted. The results show that the economic loss of the affected land users is huge, and at the same time, their adaptive capacity is limited. Above that, the choice of short-term fixes above more sustainable adaptation strategies in combination with the lack of land users' means in adaptation leads to a conclusion that the land subsidence problem resembles a bottomless pit. It will be elaborated, what can be learned from the responses of land users in Indonesia for other parts of the world who are suffering from land subsidence. This has implications for land use policy and planning.

**KEYWORDS:** adaptation, economic capacity, land users, lost income, adaptation expenses, land subsidence, Indonesia

## 899 | A STUDY ON SPATIAL DISTRIBUTION OF EVACUATION AND TEMPORARY SHELTER SITES

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**ABSTRACT:** Most of the scientists agree that megacity İstanbul, will be confronted by a destructive earthquake with moment magnitude  $\geq 7$ , with an increasing probability of occurrence in the following decades (Ambraseys 2002, Parsons 2004). Although there have been several attempts like renewing of master plans and retrofitting of selected public buildings after 1999, when Turkey was hit by following earthquakes, it seem there are still many actions need to be undertaken to prepare cities like İstanbul for the upcoming earthquakes. One of these actions is the reconsideration of emergency management

activities, evacuation scenarios and emergency shelter allocations. Recently, İstanbul Provincial Disaster and Emergency Directorate of İstanbul City asks the District Governorates to determine 'potential sites' among publicly owned lands in order to be used as 'shelter areas'. Even though similar attempts have been made by provincial and municipal governments across the city, the need for a comprehensive assessment of potential local areas, where local people can be organized effectively to confront the possible emergency situations, still prevails.

The main purpose of this paper are to share analyses and evaluations about the spatial distribution of possible evacuation areas and temporary shelter sites in Fatih, a district known to have high risk of earthquake losses due to highly vulnerable building stock and high population density in İstanbul. The research study, which this paper is based on, intends to develop a method to measure the 'gap' between required and actual open spaces in Fatih including school yards, parks, public gardens, and sport areas that can be preferably used as evacuation areas and temporary sheltering sites. The 'gap' is not only measured and assessed in terms of 'capacity' based on likely evacuee population but also considered in terms of 'accessibility' of the evacuee population. For this reason the ordinary and network 'Voronoi Diagrams' on certain circumstances are deployed in geographical information systems. The relationship between building heights of particular construction types and 'size' of debris occupancy on the surrounding roads are assumed based on actual collapse situations of the previous earthquakes.

The findings of this study and the methodology developed would be useful for decision-making for disaster management and preparedness. The method proposed in this study can be used to identify which parts of a city are rich or poor in provision and accessibility of post-disaster emergency facilities like evacuation areas and temporary shelter sites. Moreover, the method can help public policy and decision-makers to reorganize spatial distribution of emergency facilities by supporting them with other relevant and alternative land-uses in order to meet the minimum standards for management of emergency response activities. In order to provide more policy implications to the latter issue, current challenges in disaster and emergency management framework and practices in İstanbul are also investigated through semi-structured interviews with some key institutions and actors.

All in all, this paper may contribute to disaster management and preparedness by developing a method to evaluate 'spatial distribution' of evacuation sites and recommending 'policy implications' for an 'emergency plan', as part of disaster preparedness in İstanbul.

## 1264 | STRENGTHENING THE CULTURE OF RESILIENCE IN URBAN SPACES VULNERABLE TO RECURRENT CLIMATIC PHENOMENA - EXPERIENCE EXCHANGE AIMED AT SOLUTIONS

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**ABSTRACT:** Urban spaces with vulnerability to recurrent adverse climatic phenomena present specific, consecutive problems, requiring a reflective view of their socio-spatial reality. This article presents a case study about the towns of Amadora, Greater Lisbon, and Petrópolis, near Rio de Janeiro city, which, originally, bore a common Portuguese urbanistic praxis. Their urban contexts are characterised by the occurrence of extreme risks of flooding and landslides caused by intense rainfall. Both places feature aggravation of the risks due to accelerated urban growth and disorderly land occupation. These towns participate in the U.N. International Campaign - Making Cities Resilient, 2010-2015 - which provides incentives for communities to develop a set of best practices to render them more resilient after suffering natural disasters. From the phenomenological perspective, what happens to the human being leads to fruitful and/or dramatic experiences. The important point is that there occurs learning for favourable action, with solutions for each individual and for the other. Thus, it is proposed to qualitatively analyse, with a posture that values experience of the community and urban practices of the towns that contribute to the development of the culture of resilience. In this manner, the culture of resilience promotes practices of prevention, precaution and vigilance founded on the experience of communities that have been exposed. Besides this, it is intended to verify challenges in the implementation of public policies aimed at sustainable urban development, those that contemplate, among others: risk management action to deal with natural disasters.

**KEYWORDS:** urban spaces; culture of resilience; phenomenology; community; natural catastrophe/disaster.



**SLOT T20.S02 | ROOM C11 | ADRIANNA KUPIDURA |**

## **717 | SPORTS MEGA-EVENTS AND URBAN LEGACIES: THE 2014 FIFA WORLD CUP, BRAZIL**

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**ABSTRACT:** In October 2007, Brazil was chosen to organise the 2014 FIFA World Cup. Seemingly a natural vocation due to the country's historic relationship with football, the competition to host this mega-event was related to the political project of its governors during a period of rapid economic growth and the emergence of the country on the world scenario. After organising the 2007 Pan American Games in the city of Rio de Janeiro, Brazil jumped on the sport mega-event bandwagon, having been chosen as host for both the 2014 FIFA World Cup and the 2016 Olympic Games, again in the city of Rio de Janeiro.

The idea of organising such mega-events had been defended by urban planners as a way to attract considerable public and private resources to be invested in cities. In this respect, the city of Barcelona has been an outstanding example for the urban transformations as a result of the 1992 Olympic Games. The construction or renovation of ports, airports, public transportation and sports facilities, housing, hotels and tourism developments is regarded as the urban legacy of organising such mega-events.

Aware of these ideas, the Brazilian Government decided to coordinate an investment programme to transform twelve of the twenty-six capitals of Brazilian states. Regardless of the World Cup result, the aim was to leave an important legacy in infrastructure, employment and income generating activities, and to promote Brazil's global image. Therefore, the government took over the coordination of the planning, which was made together with the private sector, chosen states and municipalities, resulting in the Responsibility Matrix.

Between October 2007 and July 2014 a series of projects in infrastructure, mobility and stadia construction was carried out at a cost of ten billion dollars, of which 84% came from the public sector despite promises to the contrary. However, this mega-event organisation has resulted in 'winners' and 'losers' in the process. On the one hand, business groups associated with local governments profited, either through exploiting commercial sport facilities or by expanding new fronts for real estate capital near facilities and infrastructure projects. On the other hand, the low income excluded population was the main loser, either by being removed from the areas affected by the projects, or by the misuse of public resources designated for the mega-event at the expense of their actual demands.

The aim of this paper is to understand the main results of the World Cup interventions in Brazil, which were its main urban legacy and who were the winners and losers in this process. For this purpose main results of the urban interventions considering mobility and facilities construction will be analysed taking into account their main socio-economical and physical results vis a vis the promises in the bid.

## **901 | CRISIS AND UNCERTAINTY – ITS EFFECTS ON RECENT DEVELOPMENT PLANNING IN THE AML**

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**ABSTRACT:** In line with a lifelong research on the metropolitan area of Lisbon, the UTL Prize 2010 offered an opportunity to update data and cartography, providing a challenging sequence to a previous participation in the Explosion of the City Exhibition.



The results contributed to other research projects and PhD theses, developed by team members of this project. Simultaneously, the participation in projects of international scope allowed the identification of this subject as of interest to the scientific community, especially in the current context of European urbanism.

The project metropolitan forms of spatial production in Lisbon [1940-2011] was then seen as a renewed research opportunity, in light of the already occurring changes: the 2011 census data and the revision of various territorial management instruments. These circumstances would be suspended by the austerity measures pending upon Portugal until recently.

However, many of the regional decisions, such as the location of the new airport, the high speed trains towards the heart of Europe, the third Lisbon bridge over the Tagus river (all these deriving from the regional plan for the metropolitan area of Lisbon -- PROTAML -- with only a strategic and programme profile) would be imprinted in the territory via the Municipal Plans.

The paper seeks to overview the effects of the financial crisis (2008/2017...??) on the AML territory and how the recently revised PDMs deal with these questions: uncertainty and financial crisis.

The overview is made through the analysis of the revised/new PDMs in the region as well as the analysis of specific development areas also in the region.

The cartographic basis for the analysis will be the updated maps of 1940 till 2007 and its recent developments, in certain zoom in areas where development was suddenly stopped.

## 1017 | TOWARDS A THEORY OF CHANGE: MARGINAL AREAS AND DEVELOPMENT POLICIES IN A CULTURAL PERSPECTIVE.

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**ABSTRACT:** The paper will focus on the relation between development policies and local cultures in peripheral areas, as part of a 3-year HORIZON research project called "Re.Cri.Re.: between the representation of the crisis and the crisis of the representation". The project is based on the interaction between psychological approaches and territorial studies, working together around the processes of understanding cultures, intended as worldviews, systems of values and identities. The research is based on two main premises.

The first one is that local contexts are crossed and shaped by a relatively stable system of generalized meanings, produced over time and central in defining (among others) the identity of local actors, the relation between individuals and institutions, the idea of development and the relation between local actors and the pressures or the opportunities coming from the outside. Policies will show a proclivity to failure if they will not consider the local system of meanings. The second one is that these stable systems of meanings are affected by the crisis: firstly, the system can elaborate the crisis, being able to regenerate itself through new interpretative models; otherwise, the crisis may produce a rupture in the capacity of local actors to interpret the events, reinforcing the experience of feeling "under attack" or to be marginal, out of the trajectories of development and progress.

Local development policies in marginal areas have a long tradition and several declinations in Europe. The paper will go through them, focusing on recent proposals coming from EU directives and programmes, and it will analyze the case of Irpinia, a sub-region of Southern Italy, chosen as pilot area for the ongoing National Strategy for Inner Areas, promoted by Italian Government. Since the earthquake occurred in 1980, the area was a laboratory for development policies: divergent strategies, together with strong power dynamics, produced a context which seems to be very rich in terms of experiences, knowledges, networks and innovations, but at the same time characterized by old and strong social and political bonds and by serious demographic decline and unemployment.

The paper will enlighten the processes of policy-making and policy implementation in relation with local cultures, considering them both in a historical and in a psychological and socio-semiotic perspective. The goal is to use the case of Irpinia in order to deconstruct the idea and the practices of local development and to rebuild them as a part of a "theory of change"; in other terms, the goal is to discuss and to enrich the idea of development, as embedded and rooted in cultural structures of meanings.

# 1040 | CITIES IN THE ERA OF POST-PRIVATIZATION: NEW MEANS OF BEHAVIOR, SPATIAL PRACTICES AND NEW SPATIAL CONFIGURATIONS. THE CASE OF FORMER YUGOSLAV CITIES.

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**ABSTRACT:** After dissolution of former Yugoslavia, countries of Bosnia and Herzegovina and Serbia commenced their transformational journey of transition. The practice of dismantling all that remained from the socialist legacy supposed to be intense economic, social and political transformation. However, it primarily took place in the form of massive privatization of socially owned apartments. This paper first and foremost detects the gap in the knowledge with regard to the privatization-triggered transformation of former Yugoslav medium-sized cities Banja Luka (Bosnia and Herzegovina) and Niš (Serbia). I hereby firstly argue that privatization served as the catalyst for the specific mind-shift of the masses. In that sense, I am primarily concerned with variety of informal and self-managed practices of the homeowners, who, following their own needs and/or aesthetics, modified privatized apartments in do-it-yourself and, moreover, illegal manner. These practices were never previously investigated hence they represent the original contribution of this research to the body of knowledge. I firstly explain the visual dimension of the change. What kind of physical city emerged as a consequence of privatization? I describe variety of self-managed and anarchy-driven acts of spatial appropriation that gave birth to new, chaotic and illegitimate spatial configurations in the studied cities. I then open up another completely new and never addressed chapter in the academic research. I introduce what I define as the interpretative dimension of the aforementioned spatial practices. I offer different ways the new privatization-induced appropriations of space can be understood. I discuss why and to what extent what I refer to as the post-privatization era represents challenge for the future. I aim to conclude that the process of privatization provoked significant socio-spatial changes and led to an establishment of a whole new world of completely new standards and principles hence affected society as a whole.

**KEYWORDS:** privatization; former Yugoslavia; spatial practices; spatial appropriation; informality.

## SLOT T21.S04 | ROOM C9 | PETER ACHE | RADBOUD UNIVERSITY NIJMEGEN

### 1183 | LONG-TERM VISION-BUILDING THROUGH GAME EXPERIMENTS: THE CASE OF CLIMATE CHANGE

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**ABSTRACT:** In the coming decades, global communities will face a multilevel challenge on climate change. On one hand, nowadays there is a Paris Climate Agreement. In this global agreement, all nations formally commit themselves to submit their Nationally Determined Contributions (NDCs) on mitigating and adapting to climate change, and improve these plans every 5 years. On the other hand, the possibilities for implementing change will need to be based on domestic possibilities and resources. This is a sub-national challenge, with climate policies to be implemented in established rural and urban areas, with their existing economic activities and landscapes. In order to bridge these two forces, it is important to develop long-term visions that both consider this grand climate challenge (top-down), and local circumstances (bottom-up). Our objective with this research is to bring know-how together through innovative experiments with stakeholder engagement, in order to facilitate pieces in this vision-building process. In this paper, we describe how we have developed, tested, and evaluated one experimental approach. The experiment is in the form of a simulation game in which we combine insights from Participatory GIS, Geodesign and Game theory. This simulation game serves to communicate both the 'impartial' big picture of a problem as provided by scientific studies like the IPCC reports, and power-laden dilemma's faced by stakeholders in the case who represent their constituency or particular community back home. Gaming approaches can provide a creative space with potential for deliberating strategies and decision-making for complex real-world problems in a lab setting.

At the Aesop conference, we would like to present two game experiments, and demonstrate them. One game experiment has been played at the Paris Climate Conference in 2015, the second has been played and tested with students, for educational and research purposes. The first game is a global simulation game in which players represent country blocks and negotiate about reduction of global CO<sub>2</sub> emissions. On an interactive Maptable, players can see their projected long-term territorial carbon emissions until 2050 and 2100. The game simulation shows the influence of CO<sub>2</sub> reductions on the GDP of their country block and what influence the reductions have on the worldwide temperature, according to aggregated (simplified) model calculations. The second game presents the supply-side of fossil fuel, therefore players can see the geopolitical dilemmas and can discuss what fossil reserves they are willing to leave in the ground (based on BP Energy Outlook data on fossil fuel reserves coal, oil and gas). Will the game participants let market mechanisms define which fossil reserves will (not) be exploited? Will players talk about coordinated efforts, such as creating funds and compensation mechanisms? Or will the players compete in a world market in extracting as much fossil fuels as quick as possible, creating accelerated climate risks?

In current societal debates, many local transitional efforts for climate mitigation and adaptation on city- and regional scale are not synchronized, or even in conflict with national and international policies. We would argue that giving space to and coordinating a consensus for a balance between bottom-up and top-down planning forces in strategic decision making processes are important success factors for implementing and scaling-up local climate policy.

13 JULY | 09:00AM

SLOT T01.S05 | ROOM V0.03 | TORE ØIVIN SAGER |  
NORWEGIAN UNIVERSITY OF SCIENCE AND TECHNOLOGY

## 94 | WHEN IS PLANNING ETHICAL ENOUGH? AGONISTIC PLANNING THEORY AND THE CONCEPT OF PUBLIC INTEREST

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**ABSTRACT:** Planners exercise professional discretion albeit being rarely accountable to citizens. Thus, numerous planning theorists have for decades debated how to guide planners' decisions ethically in relation to the concept of the public interest. Underlying this concept is the normative idea that planners often make decisions based on their professional norms, rules, and values but, to be considered ethical in a democratic society, their decisions should reflect the interest of citizens they ultimately serve.

In this regard, an increasingly influential and Chantal Mouffe-inspired agonistic planning theory (APT) has been considered a part of presently predominant and postmodern communicative planning theories (CPT) which are partly inspired by Habermas, and criticised for prioritising means or procedures of reaching agreeable public interest definition over the ends or the public interest itself. According to Lennon (2016), such a procedural a priori approach ignores planning as a tradition-transformative practice and thus distract planners from reflectively thinking to what ends planning should be practised, i.e. substantive issue of value. These criticisms are targeted at APT despite Mouffe's (2000) recognition in criticism of Habermas that 'Procedures always involve substantial ethical commitments, and there can never be such a thing as purely neutral procedures' (p. 97).

Following, the main argument of this paper is that APT could foreground a democratic ethos a priori and so overcome the critique of it being procedural a priori but only if it resists Mouffe's view of antagonism as ontological. More specifically, Mouffe's agonistic pluralism is based on an anti-essentialist and poststructural ontology of radical negativity where ethical commitment and decision in favour of any particular democratic procedures is considered to depend on the exclusion of all other possible procedures. This does not only mean that ethical commitment in any procedures is substantive end or value-dependent, but it also means that calls for collective ethical commitment in any particular procedure must be fought for. Here, and despite Mouffe's insistence that antagonism is ontologically primary, what this paper does not accept is an understanding of democratic struggles over particular democratic values to depend only on antagonism-centric radical politics since this excludes consensus-based normal politics, e.g. party politics, or non-political modes, e.g. bureaucratic and legal, of democratic struggle.

Be they fought through radical politics or legislature, however, APT can promote ethical or democratic decision-making only if it admits its own exclusionary tendencies and itself to be only one democratic ethos, i.e. a point of critical reflection, identification and political support rather than a fixed moral value, out of many. ATP, or indeed CPT more generally, may be useful in inducing an interpretation of the public interest but not the public interest as such, in another word, and this paper argues how an increasing recognition of this distinction is the ultimate condition and guarantor of more ethical, open, inclusive and continued democratic struggle and innovation for a better democracy-to-come.

**REFERENCES:** Lennon, M. (2016) On 'the subject' of planning's public interest, *Planning Theory*, doi: 10.1177/1473095215621773; Mouffe, C. (2000) *The Democratic Paradox*. London: Verso.

## 618 | “DARK NETWORKS” AND PLANNING “EXPERT KNOWLEDGE”

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**ABSTRACT:** In the Italian context illicit actors and networks are usually associated with certain regions that are historically characterised by both a culture of poverty and a lack of licit economic alternatives. Furthermore, they often tend to be tackled in terms of infiltration by criminal organisations within the urban planning system and large scale urban projects, where illicit activities are placed at the end of the process (e.g.: in the final building phase, as a way to re-cycle dark money) and not at the beginning, outside what is generally perceived as a criminal underworld.

Even in the case of the involvement of white collar – politicians, bureaucrats or entrepreneurs – the issue is confined within the sphere of criminality, and what is generally highlighted is the criminal offence and not the wider networked dimension.

Very little attention, instead, is given to the involvement of the so-called expert knowledge and, particularly, to planning expert knowledge, whose technical and scientific dimension – especially in the case of academic planning expert knowledge – ends to work as an unquestionable shield behind which the actual expanse of local and global networks and sub-networks can easily be hidden, with the adjunctive advantage of avoiding critical scientific inquiries.

This is exactly the case of the scandalous 5 million-passenger-per-year Frosinone’s airport, despite the relevance it assumes even with respect to the wider context of the future Rome’s metropolitan area, especially if analysed in terms of «urban regime theory», i.e.: by individuating the specific type of urban power structure within «modes of governance» typologies (Di Gaetano & Klemansky, 1999; see also: Le Galès, 2002) as well as the specific conditions for the existence of a distinctive «set of arrangements or relationships (informal as well as formal) by which a community is governed» (Stone, 1989; see also: id., 1993; 2005; Stoker & Mossberger, 2001; Dowding, 2001; Jouve, 2007; Molotch, 1976).

Frosinone’s large scale project-financing, including a number of 10-floor hotels with the airport as a pretext, has absorbed more than 6 million € from the Lazio region’s budget without being realised and – what’s more – in a territory already severely poisoned by a cluster of defence and chemical industry (including Simmel Difesa S.p.a. that, at least until 2005, produced illegal cluster bombs), located on the border of the Province of Rome and spilling B-HCH, polychlorinated biphenyl (PCBs), dioxine, heavy metals such as cadmium and mercury into the Sacco river (which, instead, is located within the Province of Frosinone).

Both the polluting and the polluted areas, artificially divided despite they belong to the same environmental and historical system (the Sacco valley), in the ‘50s were included within the borders of the Cassa del Mezzogiorno (a huge post-WWII Italian publicly-owned bank) in order to constitute an effective tool for the rising of Andreotti’s Primavera, an internal faction of the dominant DC party, then including also Salvo Lima’s and Vito Ciancimino’s Sicilian group as well as the most conservative landlords in Rome, where the power given by the amount of votes obtained not in the city but in the Frosinone’s area allowed them to express several mayors.

By framing it within a historical perspective, the case-study is discussed with reference to the debate concerning ethics in planning (see: Lo Piccolo, 2008; Mazza, 1995).

## 625 | CRITICAL DECISION FACTORS IN STRATEGIC THINKING

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**ABSTRACT:** The introductory paragraph in the presentation of this theme addresses a recurrent challenge of both planning and development processes – the capacity to create spaces for dialogue and design places of dignity. It then questions if planners have instruments to align physical changes with the values strived for in the participative and dialogical planning process. This brings to mind the collection of

environmental and social assessment instruments that originated from project's environmental impact assessment in the early 1970's and which then evolved to address both planning and policy decisions. Perhaps there has been difficulties in communication between the impact assessment and the planning communities on how to embrace the synergies between the reciprocal instruments. But they have a common concern, and that is that physical changes ought to be aligned with public values, with the purpose of always enhancing better livelihoods along with improved environmental and social conditions.

Assessment processes are driven by the need to assess how physical changes reflect into environmental, social and economic changes, which may become opportunities, or otherwise losses. Assessment instruments have the potential to act as a bridge between the relevant values highlighted by those that hold them and the decisions that determine the physical changes. It is possible, though not easy, to anticipate development and environmental/social needs and bring them together. Increasingly it has been realized that the success of assessment instruments depend also strongly on the investment made on participatory processes and dialogues, with all relevant stakeholders.

The dominance of technical-analytical rationality in assessment processes have created difficulties in embracing a fundamental dialogical approach. Only recently communicative and collaborative paradigms are making their way in environmental and sustainability assessment. A strategic thinking approach in environmental and sustainability assessment, embracing a more inclusive, collaborative, systems and strategic thinking philosophy, is attempting to overcome pitfalls of technical-analytical rationality. It aims at enabling a strategic focus, using Critical Decision Factors to flag issues that matter in an assessment framework. The process to identify the Critical Decision Factors and create the assessment framework require the engagement of values by those that hold them, and dialogues in a process of knowledge creation and wisdom enhancement. The paper aims to share with the planning community the concept, the experience and the potential of the Critical Decision Factors approach to help adopt a strategic insight into the complexity of problems and values interactions in development processes.

## 691 | PLANNING ETHICS IN MAJOR TRANSPORT SCHEMES: REFRAMING THE CHALLENGE

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**ABSTRACT:** This paper revisits the various visions of justice in transport planning, with a focus on major schemes, and the role played by transport planners. Whereas extensive discussion has taken place in the case of urban schemes affecting particular communities, less attention has been paid to major planning concepts at the metropolitan, regional, national or international level, beyond the well-known discussion on “megaprojects”.

The paper elaborates on the merits and limitations for transport of the distributional, participatory and social/recognition dimensions of justice, and their disappointing limited influence in decision making at these planning levels. It reviews three case studies (the Trans-European Transport Network, the Spanish National Transport Plan 2005-2020 and the Metronorte project in the region of Madrid), defining their respective decision-making environment, the prevailing justice concept, and the legitimization process for the planning concept. The review suggests that, justice concepts are used opportunistically by the various stakeholders to push forward their respective agendas. More decisively, the lack of a shared understanding of justice facilitates the consolidation of a transport bubble within which plans, projects and their related investment needs are discussed without framing the conversation in the wider context of competing public policies for scarce public funds. The high costs of reaching justice (whatever the concept of justice considered) through transport improvements is hardly compared with alternative options within the social, spatial or environmental realms (to cite a few alternatives). Furthermore, criticism to transport concepts are frequently limited to the economic front, rather than to broader justice-based considerations.

The results of the case-study revision challenges the prevailing self-understanding of planners and professionals at large in the transport sector as experts in search of optimal solutions and the need to further develop the mission of planners as facilitators of public debate. It also questions the attempts from the economy to expand their assessment methods to cover environmental, social and equity concerns. Rather than defining boundaries for the sphere of justice in transport policy, the debate would focus on ways to remove the boundaries of transport policies, so that strategic transport options are fairly compared with alternative, or complementary, public policies. Bridging barriers among these policies requires further interdisciplinary collaboration and alternative formal frameworks for decision making in public policies.



## 767 | VALUE INCOMMENSURABILITY IN PLANNING

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**ABSTRACT:** Planning is one of the fields of practice where the problem of value incommensurability is particularly relevant: changes in land-use usually touch for example social, environmental, economic, aesthetic and cultural values, but it is difficult to say in what sense they are comparable or commensurable. In standard cost-benefit analysis and rational decision making, commensurability is usually taken for granted, and this is particularly evident in the neo-liberal agenda (where common economic measures are used to assess social, cultural and even aesthetic values). Arguments against such a straightforward calculus, on the other hand, highlight the specificity of different kinds of values, to the effect that rational comparability makes sense only in subsections of the impacts of planning, suggesting that it is up to political decision making to prioritize them. A corollary of the doctrine of value plurality is that planning decisions are essentially tragic: many of the affected values are lost for good, and they cannot be compensated by an increase in other categories of values.

This paper draws from the general debate on value incommensurability in axiology and ethics, where the case is far from closed, and powerful arguments can be developed both for and against the plurality of values. Value incomparability and incommensurability are often used interchangeably in the philosophical literature, but in the planning context it seems useful to discuss the reasonability of comparing alternative solutions to planning problems even when distinct values are involved. In axiology, the problem of value incommensurability is relevant also in individual decision making (e.g. choosing a career, where the tragic element is the uniqueness of one's life), but in planning the political and social responsibility of planners and decision makers is the key issue.

In the paper, the main arguments for and against value incommensurability are critically discussed. The debate is relevant on two fronts, first dealing with the conceptual possibility of assessing different and competing sets of values (e.g. preservation of cultural heritage and gaining economic profit) to be more, less or equally valuable, and secondly dealing with the practical demands of making such a comparison, even if it would be conceptually possible.

**SLOT T01.S13 | ROOM V0.04 | JOÃO CABRAL | FA-ULISBOA**

## **183 | CHOOSING INDICATORS IN PLACE-BASED SPATIAL PLANNING**

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**ABSTRACT:** The theme of this conference, as set out in the title 'Spaces of dialog for places of dignity', emphasises the centrality of both dialogue and dignity in place-based spatial planning: dialogue highlighting the importance of successful communication and interaction among all the actors and stakeholders involved in spatial planning and territorial governance; dignity privileging the fostering of the well-being of these actors and stakeholders. It is, therefore, important to understand these dynamics within a planning system, as well as to focus on correlated well-being and quality of life (QoL) factors, since spatial planning's aim is to achieve a range of economic, social and environmental objectives. In fact, combining the basic requirements for sustainable development with the positive benefits for a good life may help to achieve a deeper understanding of our development patterns and to find better ways to design spatial planning. Yet, spatial planning and well-being are generally considered separately, despite the fact that the promotion of citizens' well-being traditionally lies at the heart of European spatial planning.

Bringing together these two concepts of spatial planning and well-being, this paper will examine the possibility of identifying a coherent and integrated set of indicators which may enable researchers and practitioners to usefully measure spatial planning outcomes. Yet, choosing indicators is extremely complex, since the local context and the system of values matter; their selection depends on value judgements as to which aspects of well-being and QoL are of greater importance at a given time and place (Barca & McCann 2011, Stiglitz et al. 2009). Moreover, perceptions of good planning and what constitutes a sustainable environment will vary from one individual or set of stakeholders to another (Carmona & Sieh 2004), which makes measurement in spatial planning difficult. Indeed, the measurement of the effectiveness and outcomes of spatial planning has long been seen as an extremely challenging task, due to the complexity involved in spatial planning activities and the limitation of any single method as a means of effectively measuring the outcome and impact of these activities (Royal Town Planning Institute 2008).

The paper will therefore discuss the choosing of indicators in place-based spatial planning in order to reappraise their usefulness, also in terms of dialogue and dignity. Dignity links to further concepts such as equity and (in)equality. Dialogue brings together a wide range of actors and stakeholders: from the public and private sectors and from across the political party spectrum. It should also involve the public at large as well as others who might be affected by the policy-making and policy implementation, including minorities, neighbouring regions and cross-border stakeholders. Choosing appropriate spatial planning indicators should also help researchers (but decision-makers, stakeholders, investors and the local community too) to evaluate spatial planning proposals better, by improving, for example, our understanding of regional and urban typologies and disparities, and through environmental and social assessment analysis and monitoring (Dželebdžić & Bazik 2011). In short, the indicators should enable dialogue and dignity to be measured in place-based spatial planning.

## **984 | SENSORIAL CREATIVE LANDSCAPES AND PLACE MARKETING: CONCEPTUAL CHALLENGES AND FIELD RESEARCH IN THE REGIONAL UNITY OF MAGNESIA, GREECE**

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**ABSTRACT:** In the previous decades, place marketing and place branding have been important development and planning tools for regions and cities globally. Place marketing, as a strategically planned process that requires actual place awareness, acts as an instrument to align physical changes to place with the values strived for in the participative and dialogical planning process aiming at the enhancement of the overall image of the place through the maintenance and promotion of its distinctive characteristics.

Furthermore, place branding refers to a concerted effort for the construction, management and distribution of the image of a place to the external environment. During this time, place marketing and place branding were linked to various distinct qualities of a place that reconsider planning, constructing the place image, place identity and the sense of a place.

In this context, the roles of culture and creativity were conclusive in creating a strong place image, and in many cases connecting it with the 'creative city' label. As it has been a highly attractive theme, the diversity of the concept of creativity could refer to the urban environment (creative city, creative milieu), creative policies or creative activities. All of these expressions of creativity have a high impact on the landscape perception, and more specifically on the sensory perception of a place. The role of senses in the landscape perception is not a new academic field, but the linkage of the senses with the place marketing and place branding procedure and hence with the planning process is a new prosperous field to be discovered.

Place's inhabitants are not only observants but also creative and sensory activators, not separated in first and second class citizens. People generate creative landscapes, through public and human activities, transforming public and private places, driving them to a new form of space, characterized by dignity. If the landscape is perceived as a living organism that evolves constantly, creativity is strongly linked to this evolution, stemming from the human capital and engaging to social and cultural contexts.

The paper focuses on the analysis of such 'sensorial creative milieus' in the Regional Unit of Magnesia in Central Greece. The research analyses four different landscapes- the settlements of old town of Alonissos island, Agios Lavrentios and Anavra and the urban center of Volos - in terms of creativity's expressions in combination with the sensory qualities developed in each place and to claim that the interaction between sensoryscapes and creative activities can be taken into advantage for the promotion of a place's identity. The paper proposes a new dimension of planning, the identity branding including the unique sensoryscapes coming from the interaction between the landscape and the creative characteristics/activities that exist/happen, claiming that place marketing and place branding can transform places to places of dialogue at regional level, shared and beneficial places for all or most members of the given community and places of agonism at a country level. The methodology combines observational analysis and semi-structured interviews for the selected landscapes as well as questionnaires in Volos. The research is funded by an IKY scholarship through the program 'Research Projects for Excellence IKY/Siemens'.

## 1290 | DEVELOPING AN ANALYSIS FRAMEWORK FOR URBAN MORPHOLOGY STUDY

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**ABSTRACT:** What is the definition of urban morphology, overall it was established to examine the forms of physical elements of human settlements (Asli Agirbasa and Emel Ardaman, 2015). The study of urban morphology seeks to understand the spatial structure and character of a metropolitan area, city, town or village by examining the patterns of its component parts and the process of its development (Wikipedia).

As Mudon (1997) has pointed out : urban form can be understood at different levels of resolution, commonly corresponding to the building/lot, the street/block, the city and the region, urban morphology could have different elements at different levels. However, the academic research tends to focus on the level of high resolution, such as the Conzen and Caniggia Schools, which tries to explain the change of the morphology from the bottom up, Wang and Zhou have classified the two schools' study as Urban texture morphology. Thus it would be meaningful to have a systematic study of urban morphology from the other levels.

This paper is going to develop a systematic framework of urban morphology at different levels. To be precise: the region, the city and the neighbourhood level (the building/lot and the street/block level is too tiny to study and do not have enough sense from the view of point of urban development, the neighbourhood level could contain both the building/lot and the street/block level). At each level, the related theories are going to be studied, the elements and the terminologies are going to be concluded. The different categories (elements, terminologies) will be compared, and the transplanting ability will be identified.

By developing such a morphological study framework, urban morphological research could be more systematic and rich, and could offer a reference for the following study, esp. when urban morphology at different levels need to be looked into.

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## 1302 | PLANNING AND THE CONCEPT OF SPACE: FROM SPATIAL, TO TERRITORIAL AND THE EMERGENCE OF E-TERRITORY

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**ABSTRACT:** Spatial planning is concerned with the management of social interactions in their relations with the physical support – the earth's surface. The complexity of this modern public function is shaped by different concepts and practices, developed across its history, to deal with societal challenges. At a time when changes are occurring at a fast pace – such as the ones embodied by the digital revolution – it is useful to review the state of art behind the concept of space.

Understanding socio-spatial relations is considered an important requisite to perform planning tasks and much of the theoretical debate is concerned with the way planners should act to capture the complexity of these phenomena. The nexus between social settings and spatial settings (spatial patterns) is not consensual, making it interesting to analyse different efforts made in planning theory to deal with this matter. For this, we will review the major planning paradigms, including the societal demands they face and the philosophical, cultural and scientific environment that support their assumptions. In particular, the focus will be on how planners interpret the concept of space through their applied work (plans) and the choice of analytical tools to support them. Moreover, as analytical tools in planning are rooted in different disciplines – from geography or sociology, to mathematics or statistics – these topics will be approached through a multidisciplinary perspective.

The work starts by discussing the foundational concepts of socio-spatial planning, namely «space», «spatial planning» or «spatial unit». The later is an important piece behind the classical planning framework: planners use it, or delimitate it, as a basic entity – a bounded piece of land – assumed as a device to drive and constrain social interactions. From this perspective, space is understood as the object of pure administrative mechanisms (embodied in entities such as municipalities or parishes) and it supports the supremacy of spatial utopias as the leading process of socio-spatial planning. The analytical tools are founded on classical geography approaches (or, specifically, a topographic view as a model of the earth's surface), highlighting the supremacy of a specific mathematical device, the well-known tri-dimensional, Euclidian Geometry.

In the second part the pitfalls faced by the previous, reductionist, point of view are explored. Given the increasing complexity of social interactions – boosted by the development of communication technologies – planning has been focussing more on the role of social settings as the driving mechanisms of spatial (earth surface) transformations. The concept of territory – defined as the piece of land (a spatial unit) subject to a jurisdiction (a legal setting) – is highlighted here as a framework which unifies socio and spatial settings. At an empirical level, two major lines will be explored: a) the efforts of modelling social interaction mechanisms and their relations with space; b) the new theoretical planning paradigm which emphasises the planner as a manager of social forces rather than a mere administrative agent.

Finally, the expected changes to the socio-spatial settings will be analysed, in particular regarding the development of communication technologies. In this context a new concept of space may arise – such as the one proposed by the concept of network society – transforming the analytical approaches of the planning field.

**SLOT T02.S05 | ROOM V1.02 | ANDREA FRANK | CARDIFF  
UNIVERSITY**

## **218 | TEACHING-IN-THE-FIELD IN A HUB ACCOMMODATING MIGRANTS IN TRANSIT IN MILAN. CHALLENGES AND OPPORTUNITIES FOR A SOCIAL AND URBAN ANALYSIS COURSE**

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**ABSTRACT:** The paper reflects on a teaching-in-the-field experience carried out in the context of the course of Social and Urban Analysis for students at the third year of bachelor in Planning at Politecnico di Milano. The course integrates the competences of two professors who are experts in urban sociology with a particular attention to inequalities and welfare provision, and in urban planning with a particular attention to immigration issues and multi-ethnic contexts.

The course's activities were framed in the context of Polisocial, the public engagement program of Politecnico di Milano supporting action-learning research and teaching-in-the-field experiences, with the purpose of experimenting a new active role of the university within the city in cooperation with communities and territories.

For this specific course, a collaboration was established with Fondazione Arca, a big third sector agency that assists homeless, drug addicted, vulnerable and deprived groups in Milan and in other cities.

Arca currently runs the main hub destined to accommodate refugees and migrants in transit arriving at Milan's central station, where they receive basic services like food, short term accommodation, medical advice, orientation towards other existing services. Arca started to work on this issue in October 2013, in a first instance intervening in more emergent ways inside the station, and then finding new spaces to offer more structured services. The current hub was opened in May 2016 thanks also to the significant support of the Municipality of Milan. Other public, third sector and voluntary bodies contribute to deliver different services inside the hub. This hub has been able to integrate the work of different public and third sector actors, becoming a best practice of welcoming migrants in transit in Europe.

Students were asked to do field research using a mixed methodology, working inside or close to the hub to understand how this place works, but also the social and urban impacts of such a type of place at the neighborhood level. Spaces had to be analyzed in terms of their use, functions, story, policy development. Students were encouraged to work collaboratively with Arca as well as with local community groups, small business and citizens. Meetings with the Deputy Mayor for Social Services in Milan who is the main responsible of immigration as a policy issue were also organized. The course's project work includes press review, photos, drawings, maps, policy and ethnographical analysis, to be publicly discussed with Arca and all the relevant policy actors.

The paper will unpack a series of issues that emerged from the pedagogical, the social analysis and the planning theory's sides. Globalization and the challenges of dealing with diversity had to be framed in a way that allowed critical thinking on the impacts on urban management of the arrival of a huge amount of people mainly transiting in a city without settling there.

The specificities of knowledge and skills that students in planning can gain working in the field will be developed, focusing on how this teaching environment can contribute to train more responsible and aware future practitioners. Given the high vulnerability of groups involved in this project – people coming from different countries, most of them escaping from violence and war – a core reflection was related not only to opportunities and challenges for such a type of teaching experience, but also to ethical issues.

## 387 | LEARNING THROUGH SOCIAL ACADEMIC GROUPS: UNDERSTANDING, SHARING AND CONTRIBUTING. THE FAU SOCIAL CASE

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**ABSTRACT:** In 2016 was born, in the School of Architecture and Urbanism at the University of São Paulo (FAU USP – Brazil), an academic extension group created by students with the aim of applying the knowledge obtained in class to assist needy communities. The FAU Social, as it was named, was created in the context of the rise of assistance groups inside universities.

In agreement with UN's 2030 Agenda for Sustainable Development, the FAU Social action is concentrated in two fronts. The so called One Time Actions are one day interventions with the objective of qualifying a space or developing leisure activities, in order to foment people's recognition of the place they live at. The Project Groups, on the other hand, lasts one semester and seek to help, in a technical way, needy communities.

The main objectives of the entity are: put in practice the knowledge obtained, reinforce the social role of the university, inform and promote the right to the city, foment local appropriation and the sense of belonging, and promote knowledge, experience, and technique sharing. In just one year of activities, the entity worked in five qualification projects, mainly in partnership with neighborhood associations and NGOs.

One exemplary case is the Só Alegria (Only Joy) square, at the Jardim Jaqueline community. FAU Social entered the project with the objective of making possible the construction of a square for which the conception had been developed by the Housing College Lab (LabHab). The entity's main efforts were the articulation of local interests, the raising of financial resources, the management of the political agenda and the review of the master plan.

The project ended up divided in three categories:

The first category was the proposal review and the adoption of a format compatible with its execution. Due to the financial support by different sponsors, it became necessary to subdivide the square in lots that were distributed amongst the donors.

The second was the dialogue with the city hall, that financed part of the work and articulated the relationships with possible sponsors. In this step, it became clear the importance of this kind of exchange between university and society, since the city hall staff is very small and cannot make these agreements by itself.

The last part was the dialogue with local citizens and the elaboration of recognition and collaboration activities. There were countless talks with local leaders, approximation with social work groups, leafleting and three field appropriation events. The first one was a breakfast at the future square lot to introduce the project, the second was a leisure activity at a neighborhood school and the third was the inauguration party.

Among the major teachings, we can enumerate a few examples: (i) are The broader importance of the architectural project::far beyond the design itself, it is an instrument of study and discussion; (ii) T The complexity of the participatory project:: difference of opinion, time constraints and the inflexible construction method make it impossible to develop long discussions toward common decisions; (iii) T.The day by day of the construction site:: the unpredictable situations that require immediate solutions and the challenge of dealing with third party companies and workers.

However, the quick appropriation of the square by different age groups is the best evidence of the success for this kind of educational project.



## 690 | CHALLENGES AND INNOVATION ARISING FROM ARCHITECTURE AND URBANISM RESIDENCY: WORKING TO OVERCOME THE GAP BETWEEN PLANNING AND IMPLEMENTATION

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**ABSTRACT:** The Residency Program in Architecture and Urbanism: Urban Planning and Management FAUUSP, is a project developed in the extension activities sphere created by the USP constitution.

Consists of a work-education arrangement, lasting one year, after graduation (five year programs). It allows for the young professional to work within activities that develop the public policies that intervene in the Brazilian cities socio-spatial realities, from a planning and public management view.

The purpose of the program is to improve architect-urbanists' qualification through an experience close to the work environment, in its design, economic and administrative dimensions, while remaining in a generous and independent space - the academic environment. From the public interest's point of view, the program contributes largely by educating qualified professional whose final projects represent objective additions to the formulation and management of urban policies. These are, according to the guidelines proposed by the program, projects and proposals developed through a magnifying view of the real city, in the hopes of correlating plans and projects with the perception, demands and objective necessities of real communities, in their actual locations.

The Architecture and Urbanism Residency derives from the existent format of the Medical Residency, a professional qualification activity – technical, practical and theoretical. However, while the medical residency intensifies the specialization in the disease treatment field, the formulation of the Architecture and Urbanism Residency approach resembles more that of the Public Health than Medicine. Founded on the action towards society, as opposed to the individual. In our residency, our laboratories are our cities.

It comprises theoretical and practical activities, and is organized in three modules, of four months each: the first two contain classroom subjects (two full days of the week) and field practice activities (three full days of the week). The third module constitutes on the conclusion and presentation of an individual practical project, derived from the experience developed throughout the program.

With the access provided through the Residency Program: Urban Planning and Management we were able to perceive several shortcomings in the development of public urban policies in São Paulo, through the personal experiences of the residents, and develop important discussions on innovative ways we can advance as planners.

By associating an academic period to professional working hours, the program allows for a broader and independent research, as well as a perception of the interests and contingencies of the public management inside legal, administrative and financial conditions. In that sense, it differs from the professional internship, in which the practice is independent and disconnected from the academic support, and from the Professional Masters that, for the most part is restricted to the academic instance, though it provides professional and practice content.

This paper presents and discusses this experience from the view of a teacher (that coordinated and developed the program) and one resident, that experienced the program, and how this comprehensive new approach to planners' education may help overcome the gap between planning and implementation.

## 1171 | LEARNING FROM THE URBAN POVERTY WORKSHOP: THE CHALLENGES OF PLANNING IN THE UNEQUAL CITIES

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**ABSTRACT:** The recent shift from the Millennium Development Goals to the Sustainable Development Goals scored a point of no return in the international debate on development, stating that the separation between the rich part and the poor part of the population is no longer with the North and the South of the world, but between nearby areas in always more highly polarized contexts. In this framework, a deeper knowledge of the spatial dimension of poverty and of its spatial implications is required. Especially in the Italian Faculty of Architecture where urban design and plan-making are frequently still considered the real core of the discipline with the general under-evaluation of the wicked problems.

On the contrary, in the United States, thanks to the passionate work of Ananya Roy (Institute on Inequality and Democracy, UCLA Luskin) this knowledge found its place in the university program at the Institute of Urban and Regional Development of UC Berkeley and then in Los Angeles, being highly appreciated both by students and NGOs.

According to this awareness, last summer I organized the workshop Urban Poverty. The praxis of planning in unequal cities as an opportunity for discussing and testing theory and practices of research and urban planning to issues of poverty with particular regards in the case of the outskirts of Rome with Ananya Roy and other colleagues.

The workshop was focused on the challenges of doing research, planning and design urban policies considering urban poverty and the unequal cities as crucial. In cities, inequalities is within and among individuals, families & social environments. Inequalities is not only a difference of income but a difference in the place prosperity accessibility as difference between public material fix capital and real accessibility to the material and immaterial capital of each urban spaces. Poverty was assumed as a multidimensional problem of People+Place+Policies/institutions, by trying to underline the responsibility of academic and professionals since space matters in producing of social problems but also in the protection of rights and in the creation of citizenship opportunities.

The workshop produced critical knowledge, helpful to analyze and discuss a real wicked problem such as the case of Villaggio Falcone a very deprived neighbourhood where we practically tested the utility of theories and practices coming from different context for creating space of dignity.

## 1185 | THE ACTION RESEARCH PARADIGM MEETS THE ECOLOGICAL THOUGHT IN THE SIMETO RIVER VALLEY (SICILY)

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**ABSTRACT:** While limits of natural resources and climate change are forcing communities all over the world to redefine relationships with their own living environments, this challenge is interpreted in several ways, depending on the broad variety of different values and beliefs. Not all communities worldwide share, in fact, the same understanding of values such as love for humankind or sensitivity for other forms of life on earth. As a matter of fact, too often these values are threatened by other social values, such as monetary efficiency and economic growth, which push societies in a quite different direction. For instance, the ecosystem service concept, with its emphasis on how humans can better take advantage of natural ecosystems, is an attempt to address the environmental crisis maintaining a utilitarian and human-centric perspective. This paper argues the need and proves the possibility for planning researchers to address environmental issues while framing the concept of ecosystem services within a broader value-centered framework. It shows the need to address environmental technical issues as deeply interconnected with social and political dynamics, through a highly pragmatic and engaged approach to research. In particular, the paper shares some of the lessons learned by the two authors in their work as part of a long-term community-university partnership in the Simeto River Valley (Sicily, Italy.) The focus is on how values and principles shared within the partnership have informed the selection and implementation of planning research methods and techniques aimed at co-fabricating knowledge and projects for political, social, cultural, physical change. The partnership has developed a methodology of work drawn from two major disciplinary debates: i) ecological design and planning and ii) action-research. Both debates are based on the dismissal of the idea that preparing a plan or a design (i) as well as conducting research (ii) are acts of mastery conducted and fully controlled by experts. The ecological approach draws directly from complexity theory, interpreting design and planning as a collective process that provides the occasion to redefine ecological relationships, including the ones between researcher and the researched. Action Research has been developed as a research approach involving laypeople – traditionally considered as ‘object of research’ – as co-investigators engaged in the production of knowledge that is immediately applicable to address the very same issues they face. Experts and community members work together in producing and

applying knowledge as well as evaluating outcomes and eventually re-defining research outcome accordingly. This paper shows how these two non-utilitarian and value-based approaches have nurtured one another to inform the work of the Simeto partnership. In particular, it focuses on the methodology adopted by the annual workshop named CoPED (Community Planning and Environmental Design) led by the partnership since 2011, and its contribution to the implementation of important community projects, through which a small group of community members engaged in a protest against local unsustainable developmental policies has become, over time, a large coalition of more than 50 organizations that has permanently impacted local governance and the health of the Simeto river ecosystem.

## 1263 | PLANNING SCHOOLS AS SAFE AND BRAVE SPACES FOR DIALOGUES ON SOCIAL JUSTICE?

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**ABSTRACT:** What is the role of planning schools today in times of rapid political and social? From its early days, the planning profession strove to create better, healthier, livable and equitable cities. Social reform was a key motivation for planning students to take up their profession in the first place. Planning schools have always been progressive spaces of dialogue and innovation where new ideas are generated and where inclusive citizenship is practiced and protected – always in cooperation with and learning from planning practitioners. They were among the first schools to implement project-oriented learning formats, not only teaching cutting-edge knowledge, but also encouraging students to critically reflect upon the social conditions of their profession, their own role and responsibilities in the context of uneven spatial development. Planning schools created opportunities for spaces of dignity and equity.

Over the past decades, tasks for planners have been changing, as have their professional environments. The early-days enthusiasm of comprehensive planners was replaced by post-positivist planners only too aware of their important, yet in practice often limited role in complex governance arrangements. This has consequences for the kind of knowledge and skills students need. Thus, the role, self-image and pedagogical approaches of planning schools have changed.

The rise of divisive nationalist populist movements and governments in Europe and across the Atlantic now adds renewed urgency to the question of how planning schools position themselves in the public realm. So are planning faculties still safe and brave spaces of dialog for places of dignity, social justice, and reform? What does it refer to – intellectual debates, community-orientation, activism, advocacy on behalf of disempowered minorities, normative leadership?

We find it particularly important to discuss these questions as we observe ambivalent planning debates. On the one hand, planners and spatial scholars – in the broadest sense – have returned to the search for normative orientations such as the just city and equity planning; and the importance of topics such as participation, sustainability and equity (e. g. in terms of gender and diversity) is reflected in many planning schools curricula. On the other hand, planning schools do not remain unaffected by the recent political changes which have brought such strong neoliberal and populist forces, racist and anti-feminist movements to the fore. These challenge planning schools – as any higher education institutions – to position themselves, even at the risk of political retribution. We want to discuss perspectives, strategies and experiences from different backgrounds.

**NOTE:** This paper was originally conceived as a roundtable but we realized too late that these had an earlier deadline. We will thus re-invent this topic as a full paper but will encourage lively discussion during the presentation.

**SLOT T03.S05 | ROOM V1.03 | ROBERTO ROCCO, LIA  
VASCONCELOS | TU DELFT; FCT-UNL**

## **47 | EXPLORING 'SELF ORGANISED' RESPONSES TO CLIMATE CHANGE IN EUROPEAN CITIES: A Q METHODOLOGY STUDY**

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**ABSTRACT:** This paper reports findings of a JPI Climate project: 'SELF CITY - Governance, innovation and creativity in the face of climate change'. Drawing on an empirical study involving over 100 community activists in cities in Germany, Netherlands, and United Kingdom, we explore how participants involved in local 'self-organised' groups (energy co-operatives, transition groups, local food networks) construct understandings of climate change and collective action. Self-organising is one of the three inter-linked processes (with market-led and state-led mechanisms) that enable a pragmatic and innovative transition to an adapted urban environment that is carbon neutral and resilient in the face of climate change. Previous research has prioritised mainstream market-led and state-led initiatives. However, less is understood about how civil society engages in the construction and actualisation of the means of addressing climate change, reflecting local situations, through methods that may be complimentary with, or provide alternatives to, these conventional approaches.

We use Q methodology, which assesses individuals' subjective orientations through a ranking of statements and factor analysis, to identify different discourses on self-organised response to climate change, their resonance for activists, and the boundaries and commonalities between them. We identify four distinct such discourses: 1) 'radical green' which combines strong ecological values (e.g. redefining human 'wellbeing') with a robust critique of neo-liberalism; 2) 'pragmatic reformism' which emphasises the synergy between environmental protection, economic growth and social inclusion and advocates incremental reform to the extant political-economic system; 3) 'government-oriented puritan' which foregrounds strong green values (e.g. limits to growth) but affords primary responsibility for action to government; and, 4) 'hedonist dissent' which eschews explicit green narratives in favour of building local social capital and adopting a confrontational approach to formal structures of political and economic power.

The four discourses demonstrate that local 'self-organisers' articulate very different challenges and opportunities vis a vis climate change, while privileging discrete responses and forms of agency. We critically assess the connections and differences between the discourses, the demands and rhetorical appeals they communicate, and the crucial influence of national and demographic contexts upon them.

## **56 | PARADOX AND INNOVATION IN LOCAL CLIMATE CHANGE ADAPTATION: CASES FOM AUSTRALIA**

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**ABSTRACT:** Across the world, adaptation to climate change is increasingly occurring at the city and neighbourhood scales, often – as in Australia – in the context of fragmented and inconsistent policy frameworks at the state and national levels as well as ongoing political debates that frame climate adaptation as somehow in opposition to economic imperatives.

In this paper we explore some locally based, innovative approaches to climate change adaptation in four metropolitan regions in Australia – Sydney, Melbourne, Perth and Brisbane (South East Queensland) – which, together, account for most of Australia's recent urban growth. Combining critical analysis of climate adaptation strategies and interviews with stakeholders from local government and grass-roots initiatives,

we focus particularly on the emergence of socialinnovation in the face of apparently maladaptive and/or paradoxical government responses to climate change.

We then pay attention to the role of urban planning in both supporting and limiting such innovation. Our findings indicate that, although planning is frequently identified as having a critical contribution to make to local adaptation, it is comprehensively failing to make it due to institutional constraints.

## 247 | REINSTATING SOCIAL PRACTICES FOR SOCIAL INTEGRATION: EXPERIENCING THE BADARO-PINE FOREST AREA IN BEIRUT

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**ABSTRACT:** This paper addresses how the reinstatement of everyday practices in urban public spaces could lead to social encounter and coexistence within unstable urban contexts, specifically those witnessing political instability and an influx of refugees. The context for this investigation is in Beirut, Lebanon with a focus on the area referred to as Badaro at the southern edge of the administrative boundary of the capital city. This area currently witnesses a juxtaposition between real estate development catering for market-led needs, and bottom up initiatives to generate rhythmic social practices that are affecting Badaro's role in Beirut. The name Badaro is given to an area holding a street with the same name, which is bordered on one side by the Damascus Road, the capital's war time demarcation line, and on the other side by the pine forest that was the buffer area or no-man's land separating east from west during the fifteen years of war. Badaro was encapsulated in between, which meant the preservation of an urban fabric with pre-war architecture, and other features lending themselves to bottom up initiatives supporting social interaction and encounter, which were lacking following the war period. Examining Badaro's socio-spatial development is based on Lefebvre's approach to everyday social practice as well as the understanding of the role of collective memory in urban spaces in reference to Hebbert. The paper examines the spatial development of Badaro before the war, its dormant state during the civil war period between 1975 and 1989, and its recent reawakening after the rise of bottom up initiatives since 2005. Based on empirical data collected in 2015 and 2016, the conceptual framework linking everyday social practices and collective memories is used to trace the spatial and temporal diversities within this area and the contributions of initiatives to support coexistence among various social groups, in the absence of a planning strategy proposed by the municipality or the planning authorities. These initiatives seek to reinstate public spaces and everyday urban practices within Beirut. In particular, the initiative for reopening the pine forest focuses on empowering citizens and raising awareness on the importance of public space in offering a healthy everyday urban life. The paper concludes by reflecting on the actions and results of some of these bottom up approaches in enabling the coexistence of diversity in a previously fragmented socio-spatial context.

## 442 | THE BRISTOL GREEN CAPITAL PARTNERSHIP: AN EXEMPLAR OF REFLEXIVE GOVERNANCE FOR SUSTAINABLE URBAN DEVELOPMENT?

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**ABSTRACT:** The concept of 'reflexive governance' has emerged within discussions on sustainable development because of the importance given to non-market values in this debate and the call for the development of new modes of regulation attuned to complex motivations. Reflexive governance is, in principle, procedure oriented rather than focused on a prescribed goal, and seeks to design self-regulating social systems by establishing norms of organisation and procedure. At its core are a belief that modernist attitudes to problem solving are progressively less suited to meeting the challenges of the contemporary world (Beck et al, 2003). Reflexive governance is based on participatory procedures for securing regulatory objectives and mechanisms that facilitate and encourage deliberation and mutual learning between organisations (Yeung, 2007; Voss and Kemp, 2006, 2011). The reflexive governance literature comprises primarily theoretical and/or normative contributions. In the proposed paper, we present an



empirical case study, using the theory of reflexive governance to explore the evolution of the Bristol Green Capital Partnership. The 'green capital' initiative in Bristol was launched in 2003 and, thus, predates the European Union's Green Capital Award. However, the evolution of local governance in Bristol, particularly the adoption of more reflexive forms, has been strongly influenced by the learning process inherent in three European Green Capital bidding cycles prior to achieving a successful outcome in the competition. Bristol's stated aspirations as European Green Capital shifted from a spectacular event that might have been expected from an urban entrepreneurialism perspective to a set of ambitions oriented towards citizen focus and city wide inclusivity. Fundamentally, we argue that the Bristol Green Capital strategy has been highly instrumental in seeking to adhere closely to the European Commission's selection criteria and the emphasis these place on partnership, participation and co-production of urban initiatives; an example of inducing reflexive governance through 'steering from a distance'.

## 715 | REGIONAL INEQUALITIES: SPACE AND POWER IN URBAN AND REGIONAL PLANNING

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**ABSTRACT:** Contemporary urbanisation processes, uneven geographic development and the neoliberal turn in urban planning, with an increased focus on strengthening competitiveness, rather than distributing resources, creates urban and regional imbalance between central and peripheral areas. Against this background, this paper presents an ongoing research project focusing on power aspects of the urban-rural relationship in a Nordic context.

Through a European overview and studies of Swedish and Norwegian urban-rural regions, the research project contributes with knowledge of how spatial power relations are constructed and consolidated within contemporary urban and regional planning. The purpose is to provide empirical knowledge which will contribute to development of urban planning and design theory in order to better understand and handle the relationship between space and power within the urban planning and design field.

Analyses are based on discourse theory (Laclau & Mouffe), a relational perspective on space (Massey) and the concept of constitutive outside (Mouffe). This perspective emphasises the relationship between urban space and power and the production of space as a (post)political process where the meaning of space is historically and contextually conditioned and constantly constructed and reconstructed through concrete action.

Based on this framework, qualitative elaborations of planning and policy documents on municipal, regional and national level are performed, with focus on making visible and interpreting how the relationship between centre and periphery on a regional scale is handled, how conflicts of interests and goals are handled, and if and how planning practice creates and consolidates spatial power relations. The analysis of the empirical material focuses on the construction of spatial identities, seen as something constantly established and re-established through concrete actions, a process where different spaces are set in specific relationships of dominance and dependency relative to one another.

The study demonstrates that the studied urban and regional development processes can be regarded as planning strategies which bring about spatial inequality by creating and consolidating differences and hierarchies between centres and peripheries. This occurs when the urban centre, regarded as the driving force for the whole region, is constructed as bearer of post-industrial values and depicted as a generic place which can represent universal ideals, while the periphery is constructed as an exception which is located at a societal and spatial 'outside'. At the same time, the power dimension in the shaping of the urban space is rendered invisible by neutralising political choices so that selected planning strategies appear to be obvious and impossible to question. In contrast to this post-political tendency, this paper focuses on the political in the shaping of urban space, where the construction of such space not only reflects social norms and power relations, but also plays an active part in shaping the society. Based on the concept of 'geographies of responsibility' (Massey), the paper emphasises a need to broaden the understanding of responsibility, focusing not only on inequalities within the city, but also on how contemporary development of central urban areas creates unequal relationships to its external geography.



**SLOT T04.S05 | ROOM GA2 | ELISA MAITRE | IFSTTAR**

## **191 | URBAN DESIGNS RELATIONSHIP WITH THE BICYCLE: CREATING INCLUSIVE JOURNEY ENVIRONMENTS**

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**ABSTRACT:** Good urban design has the power to aid in the provision of inclusive journey environments, yet traditionally neglects the cyclist's perspective, relegating cyclists to a 'forgotten middle' status somewhere between pedestrians and automobiles in urban design discussions (Black and Street, 2014). More can be done to understand and subsequently articulate cyclist experiences and perceptions, developing the links between urban design and transportation aspects of the built environment. Urban design features such as legibility, aesthetics, scale and open space have been shown to influence and affect other mobile behaviours (e.g. walking), but their role as a mediator in cycle behaviour has remained under-explored. Many of these design 'qualities' are related to individual perceptions; capturing these can help build a picture of quality in the built environment that includes an individual's relationship with their local neighbourhood and its influences on their mobility choices. This paper discusses the design and development of a bespoke urban design audit tool (and associated design guide in conjunction with Reading Borough Council, UK) that uniquely links physical features (such as cycle infrastructure), urban design qualities (such as streetscapes), and cyclists' individual reactions and perceptions to these features. The findings provide a systematic understanding of the urban design qualities and built environment features, both objective and perceived, that directly and indirectly influence cycling participation, behaviour, and quality, resulting in a redefining and reimagining of traditional urban design principles that recognise the perceptions and needs of the 'forgotten middle'.

The paper highlights the unique ways in which individuals think about and articulate their experiences in the built environment, identifying key differences in how quality within place is evaluated and articulated when considering different forms of mobility. The findings present three distinct types of (potential) cyclist for the urban designer to consider – The Tourer; The Thinker; and The Explorer. Whilst some predictability is uncovered in what people judge significant factors in considering cycling as a genuine mobility option (road quality; traffic volume; infrastructure provision), the research highlights a pressing need to better understand cyclist characteristics through a redefining of scale in the city. With key differences in what (potential) cyclists consider quality cycling environments, and much of the current cycle policy and investment ignoring 'The Explorer' viewpoint, this paper proposes the development of a 'cycle scale'. Considerable groups of people are choosing not to cycle for a number of reasons that can be classified as urban design challenges, the associated design guide to this project presents potential opportunities through which design can tackle these challenges to provide more quality journey environments. The guide aims to equip professionals and policy makers with the tools to enhance cycle experiences and promote inclusivity in the built environment, whilst championing the role of urban design and equipping the discipline with a new vocabulary to engage in sustainable transport debates in a meaningful way.

## **443 | SPACES BY PEOPLE: CONCEPTUALIZING SPATIAL DIALECTICS FROM AN URBAN DESIGN PERSPECTIVE**

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**ABSTRACT:** There are millions of people to add, subtract, and destroy urban spaces for various motivations in different scales and temporalities. For this study, these are seen as the actions that make an urban space a living entity. These interventions to the physical and social making of spaces by everyday users in cities must present a substantial input for urban planning and design. However, they are usually overshadowed by the professional discourses or they remain insignificant and thus negligible when their limited actors, scale and temporalities are considered. Furthermore, there is a need to re-consider the authorship in making a city, and to evoke possible discoveries from the inhabitants' alternative and creative design approaches in cities. In order to provide a new perspective to this, urban spaces that are

transformed by everyday users are studied through an interpretation of spatial dialectics from an urban design perspective.

A new conceptualization is developed to further relate spatial dialectics to urbanism. This explains spaces made by people, the spaces that are transformed with the existence and use of people and finally spaces that are intentionally designed for people after observing and/or analyzing their expectations from an urban space. This conceptualization is an interpretation of dialectical explanation of reproduction of space, which is explained by a spatial triad composed of the moments of perceived, conceived and lived spaces (Lefebvre, 1991, 33-39; Shields, 1999, 120). Having in mind the critical togetherness of the three moments, the actions of the everyday users in cities as an indivisible component of real-life urban situations are studied from an urban design perspective to uncover the physical qualities, formation processes, and meanings residing in them. The aim here is to fill the gap in both observing and further studying the interrelation the social and spatial in an urban reality by looking for an answer for the question of What kind of insights can be provided for urban design thinking by valuing and analyzing urban spaces that are created or generated by people?

In order to look beyond what is planned and formally envisioned for cities by professionals and city officials, and to be able to grasp socialization and living processes within urban spaces a visual research is conducted through photographing and further analyzing the real-life cases in which the roles of everyday users in (re)production of space is visible. This visual research is applied through photography is conducted using the photographs as data generators in order to look for possible patterns or meanings in specific cases (Schwartz, 1989, 119; Collier and Collier, 1986, 195). The cases are selected from the environments showing the alternative and sometimes unexpected uses and designs of urban spaces. The cases are limited mostly by personal observations and by sampling sufficient circumstances without including all the details that may cause high complexities (Collier et al. 1986, 162). This analysis contains the details that a limited number of daily users transform an urban space, the continuities that embody a larger group of people and scale; and lastly the patterns forming a permanent and more legible built environment. These concept sets corresponding to these unique urban conditions have been derived and developed further from the seminal urban design and architecture studies.

## 503 | USE AND DESIGN OF NEIGHBORHOOD PARKS AS PAROCHIAL REALMS FOR MOTHERS AND ELDERLY: A CASE STUDY IN İZMİR, TURKEY

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**ABSTRACT:** As open green public spaces, neighborhood parks can provide various opportunities for the well-being of especially those whose daily lives are bounded to their place-of-residence, such as women, children and elderly people. In daily life, however, not all of these groups (or groups-in-need of parks) do and can use neighborhood parks in the ways as desired, because the access to park use is not equitable among all. In order to improve urban planning and urban design strategies that support equitable access to neighborhood parks, we need to investigate the factors causing inequitable access to the use of neighborhood parks especially by the groups-in-need.

We expect that next to potential users' socio-economic characteristics, parks' physical and social characteristics affect park uses and perceptions differently and thus, might cause inequitable access to parks (Van Herzele & Wiedemann, 2002; Carr et. al., 1992; Low et. al., 2005). Recent studies relate conditions inequitable access to public spaces and urban parks to urban inequalities (Madge, 1996; Madanipour, 2004; Talen, 2010; Byrne & Wolch, 2009). But a few (e.g., Brownlow, 2006; Boone, 2009; Sideris, 2012) does so about the use of neighborhood parks, especially by groups-in-need.

As a case study at multiple neighborhood parks in a district of İzmir, a metropolitan city on the Aegean coast of Turkey, this paper presents its findings about how physical and social characteristics of neighborhood parks and their immediate surrounding affect diverse users' park experiences. At our site observations, 159 surveys and interviews with 30 park users and 6 focus group interviews at 3 community houses, we focused on how park users' gendered and age-related life conditions shape their park experiences based on their park use and perceptions.

According to our findings, neighborhood parks are used and perceived as parochial realms especially by mothers with children and by old women and men, especially retired ones. While Lofland (1998) defines parochial realm as the world of the neighborhood, workplace, or acquaintance network, in this study,

neighborhood parks appear with the extensions of home-based gendered activities and opportunities for frequent users' (especially mothers' and seniors') socializing around these activities. Next to users' gendered roles and responsibilities shaped by their aging, these socializing opportunities are also highly influenced by design and planning of neighborhood parks and their surrounding areas. Land uses in parks' immediate environment (e.g., schools, tea houses, commercial or residential uses), design of parks' layout and provided amenities in parks (e.g., cafes, vendors or taxi stops) carry a great importance for perceiving neighborhood parks as safe and welcoming parochial realms. For instance, while a nearby school attracts more mothers with children to parks and creates a meeting point for middle-aged women, tea houses around another park attracts mostly elderly men. Cafes or vendors in parks affect perceptions of safety for women and children differently. On the other hand, design of provided amenities is crucial for the use of neighborhood parks. Whereas, design and location of existing shading elements in relation with the design of playgrounds are quite important for children and mothers; location of seating elements and their relationship with each other is critical for comfortable park use of elderly women and men.

## 755 | THE TRAVEL CHARACTERS AND ITS CONSTRAINT OF PRIMARY SCHOOLS IN XI• FAN CITY

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**ABSTRACT:** primary schools are the public resources, and their even layout play an important role for social justice, family life quality and spatial organization efficiency. With the complexity of urban structure and the diversified of family demands, the different of school travel time-space is evident. How to layout to make the school travel more convenient and safety. In this paper, the authors summarize the travel characters (travelers, travel distance, travel time, travel ways, travel frequency etc..) of primary schools in Xi• fan city by analyzing the 500 activity-diary date from 6 case study schools based on the time-geography theory, and explore the time-space limitation. The research demonstrate that the family travel to schools has the characters of spatial agglomeration• Ctime stability and div-purpose. The time staying in schools and the spatial linkage among housing-teaching-job influence the family travel decision. Furthermore, the authors put forward the 4 types behavior for family travel ways. and suggestion for the accessibility payout.

## 938 | TRAMWAY IN PUBLIC SPACE: BETWEEN COMPLICATED PUBLIC SPACES AND COMPLEX DESIGN PROCESSES

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**ABSTRACT:** The reintroduction of tram networks in France has considerably changed public spaces and the way citizens use them. Above and beyond the image of sustainable urban development conveyed by trams, the question of the difficulties encountered by the users of these spaces has not been studied much. This work is mainly based on the coordination of the analysis of the uses of these re-designed public spaces (through observations, interviews of users and accident studies) and the analysis of the conditions and processes involved in the design of these spaces (mainly based on interviews with the actors of these tram projects, to identify the choices made, compromises accepted, and conflicts and constraints at work that determine the layout of these spaces). The cities of Montpellier, Marseille and Nice are the three fields of study on which the demonstration of this research is based. On the one hand, the results of this research show that the insertion of tram tends to complicate the public spaces. These complications related to the restructuring of public spaces for the tram create difficulties of use and safety concerns. On the other hand, this research shows to what extent the complexity of the design processes plays a role in the genesis of these problems. This research thus establishes particular links between complex design processes (in the sense of complex thought) and complicated public spaces.

## SLOT T04.S13 | ROOM GA4 | BÜŞRA DURMAZ | MIDDLE EAST TECHNICAL UNIVERSITY

### 58 | URBAN RENEWAL POTENTIAL OF MASS POST WORLD WAR II SOCIAL PUBLIC HOUSING: A PATTERN RECOGNITION BASED MODEL FOR GENERALIZING BUILDING AND URBAN FABRIC

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**ABSTRACT:** This study focuses on the urban renewal potential of post-World War II (WWII) mass housing. After WWII there was an immediate need for developing social housing in mass quantities around the world, mainly in Europe and in Israel too. Because of the volume of social housing projects, and the decades that have passed, these post WWII buildings are in a process of deterioration, and are now a major potential for urban renewal processes. However, there is a lack in our knowledge regarding the scope and location of these buildings. Many of the buildings are not well documented, some have been modified, other privatized and in many cases the local government does not know the building locations and the number of buildings under their authority. In this situation it is very difficult for the local or central government to make decisions regarding the mass housing and their urban renewal potential. This lack of formal information in local and central agencies prevents the authorities from taking action, and leaves the ground for local private sector organizations to develop a regeneration processes without a more-general vision and holistic scope of urban renewal.

The aim of this paper is to identify and locate these mass building projects in a city scale and to estimate their renewal potential. We use a method that combines the building pattern data (architectural plans and surveys) regarding the geometry dimensions of the post WWII buildings and their unique urban fabrics. We apply building pattern recognition generalization and identify the buildings in the urban fabric. We apply a multi characteristic GIS analysis including building's year of construction, building footprint, building height and the building's geometric dimensions. The process results in excluding the mass post WWII housing from other types of buildings and identifies compounds of buildings with similar characteristics defining an exclusive urban fabric.

The model was implemented on the city of Haifa (Israel) as a case study. The city covers an area of 66 sqm with 16,000 buildings. The model focused on large-scale residential buildings, having footprints over 250sqm and over 8m in height (3 floors). We analyzed the parameters of the different building types according to their architectural plans and according to their geometrical characteristics. We defined three types of buildings: 1) Rectangular buildings (narrow and long) with a length/width ratio smaller than 0.7 and a building minimum bounding rectangle (MBR) ratio above 0.85; 2) H-shape buildings (almost square building) with length/width ratio equal to or larger than 0.7 and building MBR ratio between 0.5-0.85; 3) Irregular buildings (a-morphed shape) with a building minimum bounding rectangle (MBR) ratio below 0.5. According to the taxonomic distribution, we identified buildings of similar types which are located in a geographic proximity (less than 10m for rectangle and H-shape buildings and less than 15m for Irregular buildings). The model identifies proximity only for similar types of buildings to ensure that the urban fabric sites are serial and homogeneous. By running this methodology on the Haifa case study we were able to identify 2324 post WWII buildings which are 25% of the residential footprint of the city. Most of these urban fabrics are in high proximity (walking distance) from transportation and rail stations, hospitals and high education facilities, which make them highly potential for urban renewal.

## 679 | SHAPING PROCESS AND IMPACT MECHANISM OF THE THIRD SPACE UNDER BLOCK RENEWAL—AN CASE BASED ON KNOWLEDGE & INNOVATION COMMUNITY RENEWAL PROJECT

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**ABSTRACT:** Shanghai has entered the stage of the development of the connotation of urban space, and put forward the development goal of “more dynamic city of innovation” in the new round of overall planning. Under the double background of urban renewal and creative city construction, the restoration and reconstruction of public space is an important issue, it is necessary to re-examine the social significance of public space. This research referenced and perfected the theoretical framework of the Third Space, taking Shanghai Yangpu District KIC as a typical case, combined with the methods of investigation and interview, in-depth consideration of changes before and after the contrast of the updated. From the shaping process, the updated KIC blocks on accessibility, comfort, functional, social four dimensions have significantly improved, the properties of the Third Space, has become the promotion of creative class surrounding public space to carry out social intercourse. From the impact mechanism, KIC update project to adapt to the changing relationship between land value and value of the building, through the replacement of section shape optimization of space quality, greatly enhance the value of area. At the same time, by attracting creative class, stimulate innovation activities, leading the construction of Creative City. In the end of the article, it is proposed that the process of shaping the Third Space is being created in the renewal of the neighborhood. Our city needs more different content of the Third Space, and this is the renewal of the block in the urban design put forward higher requirements.

**KEYWORDS:** block renewal; the Third Space; shaping process; impact mechanism; KIC; Shanghai

## 688 | THE URBAN DESIGN REVIEW IN THE PROCESS OF URBAN RENEWAL: A CASE STUDY OF ZHONGSHAN ROAD HISTORIC BLOCK

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**ABSTRACT:** With the rapid development of economy, large-scale urban development seeking to maximize economic benefits led to the destruction of urban cultural heritage, the loss of city image and the convergence of city culture characteristics. Qingdao is a representative of the modern colonial areas, where the built heritage from German promoted the formation of the modern city texture. Qingdao was approved of the national famous historical and cultural city, at the same time, paying lots of attention to the protection and transformation of the historical block, but the results were not all optimistic. Zhongshan road historic block, as the core area of Qingdao Old City, is witnessing the development path of modern Qingdao. All fields of the society are attaching importance to the its renewal process, which has not brought back the past prosperous conditions. Based on the site resources obtained from field investigation and combining with the existing research results and life experience, this article sorts out the development history of the block and evaluates the four stages of urban design planning of Zhongshan road block, furthermore, summarizes the current dilemmas and discusses the reasonable development path in the process of the protection and regeneration of Zhongshan road historic block, through which the authors are intended to provide experience for the process of similar urban redevelopment.



## 1209 | GOVERNANCE OF URBAN DEVELOPMENT PROJECTS: THE CASE STUDY OF PARQUE DAS NAÇÕES, LISBOA

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**ABSTRACT:** The increasing global flows and transnational processes of capital, trade, labour and culture although have favoured the intensity of worldwide regional interconnections did not generate, at a regional and urban scale, homogenized planning milieus. Contrarily, regions and cities manage their transnational challenges based on different sets of actors, strategies, resources, structures and environments becoming increasingly relevant, at the governance level, the formulation of an integrated, multi-level and participative response.

Large-scale Urban Development Projects have been persistently introduced by local, regional and national governments as a strategic endeavour under neoliberal globalization with significant potential to unleash spatial economic development and equity. Nevertheless (despite few exceptions), their implementation frequently based on a 'blueprint' planning approach have created risks of social, spatial and institutional fragmentation and lack of sustainability. Consequently, during the continuing economic crisis and scarcity of public resources "new" governance challenges and frameworks have emerged.

The current paper is part of an ongoing doctoral research project and aims to critically study the role of governance, strategy, networks (of actors) and decision processes in the implementation of large-scale UDP's focusing on the case-study of Expo 98/Parque das Nações in the city of Lisbon. Indeed, hosting the Universal Exposition megaevent of 1998, gave the city of Lisbon the exceptional opportunity to regenerate a wide industrial, polluted and obsolete area (brownfield) in its east side waterfront. A state-led urbanization project was implemented with the ambition to transform the declining area into a completely new, connected and revitalized business, commercial, cultural and residential environment.

In the first stage, the article intends to provide an updated theoretical reflection on the concepts of governance (multilevel and multisector), large-scale urban interventions under conditions of contemporary globalization, crisis and scarcity of resources. Secondly, the paper will analyse the urban project's original governance settings of strategy-making, stakeholder relations and decision-making processes describing the perceived social, spatial and institutional effects. Subsequently, the research will identify and critically examine the current emerging governance framework to, finally, generate possible recommendations on stakeholder participation, institutional re-setting, and on spatial public policies towards a more inclusive, integrated and responsive governance model.

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## 1239 | SUPERBLOCK VS. TRADITIONAL GRID IN URBAN DESIGN IN BARCELONA: INTEGRATING SUPERBLOCKS WITH EACH OTHER THROUGH WALKABLE PUBLIC GREEN AXIS

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**ABSTRACT:** Grid urban layout was preferred as an effective urban pattern for many ancient settlements and contemporary cities. Barcelona grid layout starts with Cerda's plan in 1850s in order to respond the question of urban growth. Today, Barcelona is considered one of the cities, which owns a spectacular reputation regarding its grid structure and Gaudi's architectural interventions in the city. In recent few



years, policy makers in Barcelona have initiated a process to make changes as a solution in grid structure to make it work more effectively due to several problems. This solution is called 'Superblock' structure -a new public transport regulation on grid system which enables to make changes physically on Cerda's urban grid network-. Superblock consists of several building blocks in which traffic flow is reorganized around the outside of main roads. The priority inside part of a superblock belongs to pedestrians and bicycle users. Exceptionally, inhabitants in Superblock can drive inner streets with a low speed of 10km/h. those inner streets are also projected to fill with parks and recreational gardens (Peters, 2016). The effectiveness and transition process of Barcelona from grid to Superblock pattern by making the change in vehicular and pedestrian transport has been projected to be environmentally and socially friendly. Here, what is meant by emphasizing Superblock does not mean giving up traditional grid. Superblock reproduces the old grid as well as the existing perception of traditional grid. In other words, existing urban mobility perception is based more on car dependency, and the contemporary Superblock design is expected to reveal a sustainable transport network with public transport walking and cycling. However, in this context, it is not desired to create separate huge Superblocks from each other. Thus, the question here is that 'how can the integration between Superblocks be achieved in this new urban layout in Barcelona?

In this context, firstly, grid urban layout will be defined with its advantages and drawbacks. Secondly, the historical being of Barcelona's grid structure and Superblock idea will be presented. Then, the question of how the integration between Superblocks in new structure is achieved will be discussed by mentioning the existing diagonal and orthogonal walkable public green axis potentials in Barcelona on which some social, cultural and green activities exist as a continues corridor. Finally, a diagonal Av. Del Bogatell Street will be elaborated to demonstrate an example as an integration between different Superblocks in Barcelona. Research method is participant observation on site by taking photos and making spatial analysis, collecting written & visual documents and interviews. The research question is that How can the connection between Superblocks be established by benefiting green axis potentials? The expected outcome of research is to create an example walkable public green axis on a historical diagonal integrating different Superblocks. This design solution, Barcelona as well as other cities that seek to implement Superblock structure will contribute a sustainable renewal example in existing grid transport and design layout.

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## SLOT T04.S21 | ROOM GA5 | KARL FISCHER | UNIVERSITY OF NEW SOUTH WALES, SYDNEY, AUSTRALIA

### 467 | PUBLIC SPACES AND URBAN CULTURE IN SAINT-LOUIS OF SENEGAL. DETERIORATION OR DISAPPEARANCE OF AN AFRICA'S UNESCO SITE

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**ABSTRACT:** The island of Saint-Louis of Senegal (Africa), located in the north of the country at the mouth of the Senegal River was awarded the status of world heritage site by UNESCO in 2008 under Criteria II and IV as an outstanding example. This city has a unique urban heritage, as its development planning combines a strong historical French influence with a gridiron urban morphology and a building typology that has been granted the recognition of World Heritage status by UNESCO. However, the reality is that the growth of its urban peripheral layout is no longer under its control.

The city of Saint-Louis (the fourth largest city of Senegal after Dakar, Thiès and Kaolack) has experienced an exponential growth in its population in recent years, which has generated a rapid urbanisation where the coalescence of buildings is completely uncontrolled. Its urban crisis, reflecting an economic crisis and a crisis in the finances of the state, is marked by a decline in socio-economic indicators and a deterioration of living conditions and the health of its inhabitants, in a country where the management of cities is influenced by the predominant role of the State and its leader, standing over local authorities.

Our research is orientated towards the theory and technique of the transformation of the anthropogenic transformation of space based on spatial planning, which includes tourism, sustainability and landscape, understood as necessary elements for achieving social, economic and environmental balance.

### 555 | RESEARCH ON THE HUMAN SETTLEMENTS CONSTRUCTION WISDOM OF ZHASHUI PHOENIX ANCIENT TOWN IN CHINA BASED ON NATURAL LANDSCAPE

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**ABSTRACT:** Abstract: Zhashui Phoenix Ancient Town is the fifth batch of state-level historical and cultural towns which is located in the hinterland of the Qinling Mountains, with a wealth of historical and cultural heritage. The construction of the town fully reflects the wisdom of the harmony and balance between human settlement and the natural landscape. In this paper, guided by the theory of human settlements environment, site selection wisdom and layout wisdom of the ancient town are analyzed and summarized. Firstly, the paper analyses the present surrounding environment of the town and summarizes the natural geographical features with ArcGIS (Geographic Information System). In addition, the ecological suitability evaluation of Zhashui Phoenix Ancient Town is explored in combination with the site selection. And the ecological site selection wisdom of the ancient town of "the mountain is not backed by the mountain, near the water but not adjacent to the water" is explored. Secondly, with the space syntax analysis of the town, the paper refines its spatial structure characteristics, and explores the space layout wisdom among the Phoenix town center, spatial axis and natural landscape, which can be described as "building by the mountain, living along the river". The authors hope to summarize the wisdom of human settlements construction based on the natural landscape of Zhashui Phoenix Ancient Town by quantitative methods, and then put forward the tactics of protecting and utilizing human settlements under the Inheriting of cultural heritage, and provide reference for the construction and development of other similar ancient towns.

**KEYWORDS:** The Human Settlements, Construction Wisdom, Natural Landscape, Zhashui Phoenix Ancient Town, Ecological Suitability Evaluation

**REFERENCES:** (Foundation: National Natural Science Foundation of China, No. 51478375 & No. 51378421).

## 1178 | LEARNING FROM EUROPE?

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**ABSTRACT:** Drawing inspiration from international models of urban design may conceivably make particular sense for a 'young' country with a relatively small population size such as Australia. But even Britain with its long-standing tradition of planning has repeatedly discovered that it may be useful to look for orientation abroad. Recently, the particular attention of British architects and planners has been devoted to what is called new urban districts or eco districts on the European continent.

An obvious question with this kind of exercise is: Which elements of such model developments can actually be implemented in a different cultural context? The effect of studying an iconic model experience can result in a successful translation into a local context, it can turn into travesty and unintended parody. It can create myths such as the Bilbao effect. But it can also contribute to a creative process resulting in genuine innovation.

With this in mind, the paper directs spotlights at the European scene of current urban design and planning. It reviews the experience of some 'reference cities' of urban design/ urban regeneration, such as the German international building exhibitions, different phases of innovation in the Netherlands and in Barcelona, the urban renaissance in Britain, 'eco-cities' and the legacy of the French 'Grand Projets'; it reviews them from the angle of planning culture and then focuses on the question: Where do we stand today? I.e. how do today's models and principles deal with challenges such as globalisation, climate change and social change? And which approaches may be useful for Australia?

## 1266 | CALL FOR ANOTHER PUBLICNESS:100. YIL BERKIN ELVAN GARDEN AS A SPATIAL IMPROMPTU

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**ABSTRACT:** The rise of industrial capitalism in 19th century brought pressures of mechanisation, privatisation and urbanisation, which triggered the fall of public life. Therefore, under such pressures, notion of public and, accordingly, perception over concept of publicness and public spaces have changed. Along with that change, "space" has been commodified through being reduced into a physical entity, where merely technocrats are capable of producing it. However, against technocratic and fragmented approaches on production of space, alternative theories and practices spring up which adopt relational and unitary approaches towards production of space. Inspired from them, the concept of spatial impromptu is suggested within this paper. Spatial impromptu is basically a manifestation towards initiating possibility of social, political and ecological production of public spaces within flow of everyday life, where inhabitants are proactive. The spatial orientations created under concept of spatial impromptu, therefore, remain as alternative ways of placemaking comparing with plans and decisions made by authorities which are lack of matters of life and context.

Regarding this issue on alternative ways of production of space, especially in recent years, apparently considerable ideas and practices appear through a variety of creative interventions on space. The common approach behind them is that they unite theory with practice where new ideas and discoveries become possible to pop-up. Furthermore, they also have the idea that in this ever-changing world of developing digital technologies, new information systems, transportation mediums and mobilisations, public spaces should also be that ever-changing by having a responsive manner towards public needs and desires. Suggesting the idea of spatial impromptu is also influenced and inspired by that call for change; change in thoughts, in actions, in styles, in manners, in systems, in trajectories, etc. Things are changing; consequently, people are questioning the existing, the ordinary, the accepted and the proper. The ever-

accepted norms and concepts even become to be discussed and queried, where –at the end- they become overlapped, superimposed and interwoven each other. So, within this context, why public spaces –as a very part of everyday life and as a means of publicness- have to be considered to remain as static?

Spatial impromptu, therefore, is considered as an attempt and a series of tactics to evoke the change and another practice to create public spaces, where another approach over design methodology also becomes highly related and necessary to be queried in this context. Thus, this paper aims to query how inhabitants reclaim/recreate/reproduce public spaces through manifesting an “alternative publicness”. This also prompts and exhibits another design methodology which concentrates on changing, unexpected and very everyday dimensions of the “urban.” Therefore, within this paper, the production of 100. Yıl Berkin Elvan Garden in Ankara is discussed, where inhabitants of the neighbourhood occupied the abundant land and turned it into a public garden which has functioned more than a garden in time. The paper analyzes 100. Yıl Berkin Elvan Garden through the concepts of social production of space and social ecology and it focuses on multiple relations popped-up with the creation of the garden.

**KEYWORDS:** spatial impromptu, public space, publicness, social production of space, social ecology

## SLOT T05.S05 | ROOM V1.09 | ANNA HERSPERGER | SWISS FEDERAL RESEARCH INSTITUTE OF FOREST, SNOW AND LANDSCAPE, WSL

### 320 | GREEN INFRASTRUCTURE IN LIMINAL STREETSIDE SPACES: CASES FROM EUROPEAN CITY CORES

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**ABSTRACT:** Some European city cores express a remarkable diversity of streetside horticultural activity despite, and in some ways because of, the press of urban built form, civic infrastructure, and traffic. Based on observational data gathered in 12 European cities, this paper introduces a conceptual framework for convivial greenstreets as an under-appreciated yet recurring phenomenon in the urban landscape. A typology of greenstreets is constructed, and relationships between morphology and interactions between actors (gardeners, neighbors, passersbys) are noted. Four key attributes of successful greenstreets become apparent: i) presence of horizontal and vertical liminal growing spaces ii) street volumes that privilege pedestrians over automobiles iii) willing flora-keepers, and iv) intensity and variability of vegetation and related paraphernalia.

In addition to spotlighting greenstreet exemplars, I cite a few cases where installations hint at social class distinction or contested space. But overall, streetside gardening seems to be contributing to the lingua franca of the street, recalling Dovey's (2008) broader examination of new ways of putting roots in place which resist the totalizing retreat in space or time and the paralyzing view that freedom is found in enclosure. At their best, these streets are generous, expressive and welcoming, with the potential to measurably enhance resilience, cultural vitalidade, and social inclusion in the city. I conclude by urging that the convivial greenstreet take a firmer place in the scholarship of urban planning and design.

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### 371 | THE POLITICS OF STANDARDS FOR PUBLIC OPEN SPACE: A NEW CONCEPTION FOR THE 21ST CENTURY CITY

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**ABSTRACT:** What all historical centres have in common is that they are built along streets, and streets make up most of their public space (between 25 and 35% of the land area of these urban centres). It is not too difficult to see the impact of modern ideas of city planning on the urban fabric. Watch any historic city on google maps and shift outwards to almost any new development begun in the latter half of the 20th century. All these areas are characterized by having fewer streets; greater distances between intersections; mid to low building coverage; either high or low rise buildings and density; but always extensive open spaces, mostly green areas.

Cities are made of built and unbuilt parts. Planners and policy makers have invested more in the design and regulation of the built up areas, parks and gardens being a notable though limited exception to the rule. Most of modern urban planning consists of tools and models to sever the first from the latter. The recent critique of contemporary urbanism, has stressed the need of interconnecting again the two separate halves.

In this paper we deal with the problem of what we should demand from public open space (POS) in the cities of the 21st century. In particular, we address the question of the balance between streets and public parks and gardens. The dilemma arises obviously from the still ill-considered contrast between space and density, and between urban and metropolitan form. We are concerned in particular with the impact of POS

standards on the possibility to achieve functioning urban neighbourhoods and projects. The standards rely heavily on political justifications and technical measures; they are non-neutral policy tools, often justified by social, ecological and health reasons. Dissecting standards, we show how POS standards, in different countries, contribute to the creation of non-urban development and make it next to impossible to build dense, lively urban places.

Orthodox modern city planning culture has favoured parks as places for social gathering and activities, partly because it has given up on streets as social spaces and relegated them to movement and access functions only. In recent years, parks are also increasingly seen as important for public health, and ecological functioning of the city. Researchers and advocates call for increased allocations of green spaces in the city, not always distinguishing between the metropolitan scale – where the mean amount of POS per capita is often measured, and the standards based on these means that operate at the level of urban neighbourhood or project.

In contrast, in recent years there was a lot of research and professional work examining the impact of urban streets standards on our ability to build urbanism again. This has led to substantial changes in policy and guidelines. There are also signs that policy makers' attitudes are changing, as underlined by UN-Habitat director J. Clos in preparation of the recent Habitat III conference.

We suggest that time has come to reconsider streets as an essential part of the public space needed to satisfy the policy standard for POS. This move allows moderating the need of public land in new development, while providing for a diversity of allocations and density as well as dynamic change. Even more important, it requires designing streets as real social space, and adapting them to new urban and metropolitan contexts.

## 581 | ACHIEVING SPATIAL QUALITY IN INTEGRATED PLANNING: AN EVALUATION OF THE 'ROOM FOR THE RIVER' PROGRAM THEORY USING QUALITATIVE COMPARATIVE ANALYSIS

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**ABSTRACT:** Recently, flood risk management has seen a shift from a 'water control strategy' towards a 'water accommodation strategy'. In the Netherlands, this resulted in the policy program Room for the River. This policy program is expected to achieve two goals: (1) the accommodation of higher flood levels, i.e., water flood safety, and (2) improving the spatial quality in the river areas. The program is innovative because in its integration of flood risk management with spatial planning. Whilst research has shown that the program is successful with respect to increasing flood safety, less is known about the program's second goal. Since the program is currently in its finalizing phase, the time is right to also evaluate this. .

This paper therefore has two objectives. First, we will assess the extent to which the program has been able to achieve spatial quality. Second, we will identify the conditions that explain this. To these purposes, we adopted a 'program theory evaluation' approach using Qualitative Comparative Analysis (QCA) (n=30) and follow-up in-depth case studies (n=4). QCA has been suggested in the literature as a valuable method for program theory evaluation, but applications are yet relatively scarce. In the first research phase, based on archival data, the QCA identifies necessary and sufficient conditions for realizing spatial quality. In the second phase, the QCA is used to select typical cases for in-depth investigation through interviews with governmental and non-governmental stakeholders. Our research provides important insights into the conditions that explain the achievement of spatial quality in integrated planning approaches.

**KEYWORDS:** Room for the River; Integrated Planning; Spatial Quality; Program Theory Evaluation; Qualitative Comparative Analysis



## 626 | IT TAKES A LOT OF TIME TO CREATE A GREEN INFRASTRUCTURE. AND THEN, WHAT HAPPENS?

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**ABSTRACT:** Previously known as a one-company town, and then become a post-industrial shrinking city, Turin (Italy) reacted by embracing a new urban model of sustainable development: the regeneration of brownfield, of degraded and periurban areas was the effect of a landscape project at large scale.

The aim of the proposed paper is to show how a city region developed a system of blue and green networks, so enhancing the quality of its environment and the quality of life of more than one million people, and to discuss the actual problems of management and the future perspectives.

The Turin's network of blue and green spaces was conceived, planned and implemented during the last twenty years, thanks to a process of strategic planning and governance. Some lessons can be learned. Firstly, the concept of landscape played a strategic role allowing the convergence of different actors, and of sectoral actions. In particular, the landscape vision linked the cultural and the natural heritage in multifunctional projects. Secondly, the definition of spatial plans were turning points. The analysis focuses on the spatial planning tools, and their interrelation at different scales, ranging from the urban scale up to the metropolitan and regional level.

The implementation of the green infrastructure of Turin metropolitan area is now opening new perspectives and opportunities (among which, a cycloroute of national level), but also questions how to manage a supra-level infrastructure in a systemic way. In fact, the most part of the GI consist in a mosaic of urban parks, managed by municipalities. One again, an innovation in the system of governance is needed, and, maybe, a further innovation in the spatial planning framework.

**KEYWORDS:** Corona verde [the Green Crown], Landscape and environmental planning, strategic planning, governance, green infrastructure, blue and green networks, urban park management

## 1091 | GREEN INFRASTRUCTURE AS EMERGING OPPORTUNITIES FOR INCLUSIVENESS. COMPLEXITY AND DYNAMICS IN MUNICH NORTHERN REGION

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**ABSTRACT:** The European landscape has been suffering a significant loss of natural habitats because of landscape fragmentation due to intensive human activities and scattered grey infrastructure. Such processes, resulting in an alarming increase of environmental threats and social conflicts, are likely to jeopardize even more in the future social integration, putting at risk both Natural Capital and Cultural Sustainability.

Under a planning perspective, new relationships between urban and rural in contemporary territories raise questions about appropriate land use, fragmentation and fragility thresholds, climate change adaptation strategies, and appropriate forms of inclusive governance.

This paper aims to address the complexity between urban and rural, analysing peri-urban areas of the Northern Munich Region, as potential driver for resilience building.

In particular, the area between the rivers Isar and Amper deserves specific attention. Differently from Southern Munich, which enjoys environmental quality and a recognized role in recreation and touristic activities, those territories need to be conceptually re-thought. The on-going hybridizations of functions is generating a vivid debate about ecological and environmental concerns, as well as social paths towards inclusiveness.

With this respect, Green Infrastructures are expected to foster new connections among existing natural and semi-natural areas, and to provide opportunities for inclusive urban and peri-urban landscapes.

The aim of the research is to investigate the frame of layers of the complexity (multiscales in space) and dynamics (multiscales in time) of peri-urban areas of Northern Munich where the GI are expected to provide not only ecological and environmental services, but also social, economic and cultural benefits. The GI and the urban forests of the region are investigated, in terms of stratification, landscape quality, environmental issues, accessibility, provision of social ecosystem services, etc., in order to describe and assess the carrying capacity of the existing natural capital.

The proposed contribution will also present key results of a COST Action FP1204 GreeInUrbs Short Term Scientific Mission, focused on: (i) urban growth and peri-urban sprawl; (ii) agriculture and local foodscapes, (iii) local and regional recreation and tourism; (iv) heritage and identities, carried-out in Munich also in preparation of the 2017 LNI Landscape Forum Inclusive Landscapes in the Region of Munich.

## 1123 | COMMUNITY GARDENS AS TEMPORARY USES FOR VACANT LAND REVITALIZATION: THE CASE OF RIGA

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**ABSTRACT:** As some European cities are undergoing economic and population decline, at the same time showing urban sprawl, the number of vacant land inside the city centers is rapidly growing. Under complicated construction regulations, development of vacant land inside the city center is often related to high construction costs and time investment, forcing land owners to postpone site development. Vacant land in the city center, providing space for garbage collection and even affecting increase in crime, results neighbourhood degradation.

Concerning common uncertainty regarding future development of vacant land, temporary uses appear to be good solution to outdoor space revitalization, helping to improve quality of life of local residents. As show various case studies from different European countries, community gardens appear to be common solution for the temporary use of vacant land. According to previous research data, community gardens contribute to social cohesion, promoting integration and strengthening sense of neighbourhood belonging. Moreover, gardening positively affects people's physical health and wellbeing, reducing one of the major risk factors of noncommunicable diseases.

Nowadays, Riga, being a shrinking city is facing population decline and as a result reduction in land development investment and construction. Integration of temporary projects in particular creation of community garden, can help to promote sustainable development by creating livable outdoor, where people want to spend their free time. However, as community garden do not appear in any construction and land use legislation, as well as concerning the special status of Riga's city center included in the UNESCO World Heritage Protection list, the research focuses on possibilities of introduction of temporary uses, in particular community gardens under the legal framework.

In-depth interviews conducted with city's Construction Department representatives and representatives of city's institutions involved in development of Riga city development plan, development of land use mapping, cultural heritage and green area protection, as well as interviews with local schools' authorities were chosen as a tool to analyze the current situation of legal framework and possible development of new guidelines to promote introduction of community gardening in the city center.

The results of this research show which particular construction regulations and land development plans should be completed to ensure legal framework under which community garden in the city center can be developed, promoting easier and quicker temporary land use approval.

**SLOT T06.S05 | ROOM V1.11 | BEATE CAESAR | UNIVERSITY  
OF KAISERSLAUTERN**

## **83 | REVISITING THE CONCEPTS OF SCALE AND RESCALING IN RELATION TO THE EU MACRO-REGIONAL STRATEGIES**

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**ABSTRACT:** Seeking to contribute to a more nuanced understanding of the processes of rescaling in European macro-regional strategies, this paper aims to develop and test a conceptual framework to explain the underlying processes of rescaling. In an attempt to draw on the conceptual gateways in the main debates of scale and rescaling, we observe a mismatch with empirical observations on how stakeholders construct scale. As a result of a structured literature review, and based on empirical observations in the Danube region, we suggest that the key to understanding rescaling processes is the conceptualization of scale as a construct, constantly contested through multiple dimensions.

Drawing upon recent developments within planning literature arguing for a co-existence between relational and territorial spaces and our empirical information, the paper suggests a multidimensional conceptualization of scale of five dimensions: (i) regulatory/jurisdictional; (ii) funding/resources; (iii) knowledge/values; (iv) network; and (v) environmental. We argue that scales consist of five co-existing dimensions which have impacts on social and economic relations as well as policy-making. Through the analysis of the example of transport and navigation policies in the Danube Region the paper concludes that processes of rescaling often occur indirectly. We observe that case stakeholders make use of networks and knowledge at the macro-regional level in order to influence decisions in the funding and regulatory dimensions of the national and EU level.

**KEYWORDS:** scale, territoriality, rescaling, EU macro-regions, Danube Region, transport, navigation

## **130 | THE CROSS-BORDER RE-TERRITORIALISATION CONCEPT REVISITED. THE TERRITORIALISTIC APPROACH APPLIED TO THE CASE OF Cerdanya (FRANCO-SPANISH BORDER)**

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**ABSTRACT:** The aim of this paper is to bring new elements into the theoretical discussion to better understanding borderland's reality. Specifically, our goal consists in advance an original conceptualization of cross-border territory and cross-border re-territorialisation. We try to refine the analytical framework offered by the border studies literature through the so-called Territorialistic approach, an innovative and culturally oriented approach for territorial studies rooted into the Italian geographical school. Cross-border territories are conceived in complex territorial units where geographical, socioeconomic and cultural patterns are altered by the fixation of the international boundary and by nationa-state's territorialisation. Nonetheless, the persistence of local cross-border networks, both formal and informal, contributes in keeping a shared local milieu. The European integration process and especially the European Territorial Cooperation programmes represent an important framework to support local cross-border cooperation and to boost new territorial strategies for borderlands. Following this perspective, our hypothesis is that along the EU borderlands, new cycles of local cross-border re-territorialization can be observed, through the creation of new forms of cross-border territorial capital. The case study of the Cerdanya (French-Spanish border), is used to illustrate the application of the theoretical framework through the analysis of the long lasting cross-border cooperation's experience.

## 508 | DISCUSSING TERRITORIAL COHESION IDEAL AND ACHIEVEMENTS: LESSONS FROM THE WESTERN BALKANS BORDERS

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**ABSTRACT:** This paper will be based on a peripheral but archetypal part of the EU territorial Cohesion policy, Cross-border Cooperation (CBC) in the context of enlargement. Peripheral because it concerns programs established during the pre-accession period at the borders of the EU between members and candidates States, but also between candidate countries; peripheral also because it concerns small money and small areas. The ambitions are oppositely very high, in particular in the Western Balkans where most of the candidates are today situated: on the top of classical objectives such as sustainable development and economic well-being are added good neighbourhood-relations and interethnic reconciliations in relation to the post-conflicts context.

Based on one in-depth case study analysis, the Serbia/Croatia CBC programme 2007-2013, I will discuss mainly two questions:

How the spirit and the intention of the CBC programme are defined and pursued? What does its implementation illustrate on the way territorial cooperation is governed at the borders of Europe? What does it spatially and socially produce at the local, national and regional levels?

In the specific context of enlargement, the CBC policy looks like a forced and under-surveillance exercise of copy-paste of EU ideas & best practices. Territorial objectives stay very broad and are not related to local specificities. Most of the EU Commission attention is concentrated on the national governments capacities to deal with the European recipes and to cooperate together at these levels. Oppositely, very few importance is given to the local borderland concerned by the programme and its actors, as if they were more a pretext for political cooperation than a part of a larger EU territorial cohesion objective. It raises an important democratic question since a local borderland programme is governed à distance in an elitist way, poorly including local actors and populations cultures, habits, advices or contributions. This neo-imperialist way of developing territorial Cohesion at its borders interrogates the EU capacity to enrich its own view of development with others in a plural, open, coherent and cohesive way.

If the local level is weakly involved in the government of the programme, the local actors are in charge of its implementation. Their enthusiastic participation highlights the rapid mutation of the planning system from a socialist to a neoliberal model and also its adaptation to the logics of project organisation. These changes also correspond to a shift in the priorities since more attention is given to the way the CBC planning project is organised than to what it really socially and spatially produces. In the specific context of post-conflicts borders, it allows a niche reconnection between local stakeholders but leaves aside the local population and territory. The inherent logic of competition included in successive call for projects implemented by the CBC programme leaders creates winners but also losers that tend to reject the EU ideals when not being selected. In that way, the power of planning seems to be naively addressed as if it could only have neutral and positive effects. This shows the necessity for a repolitisation of planning and of Territorial Cohesion around its essence, i.e. its spatial solidarity objectives, the fight against territorial inequalities and more largely for the EU project not to be forgotten on the way.

## 1086 | TRANSBOUNDARY LANDSCAPE OBSERVATORIES: POTENTIAL INSTRUMENTS FOR TERRITORIAL COHESION?

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**ABSTRACT:** Little research has been conducted on the topic of European Landscape Observatories. Their importance and some of their possible roles are highlighted by the Recommendation CM/Rec(2008)3 of the committee of Ministers for the implementation of the European Landscape Convention. In fact, in the last 15 years, we assist to an emergence of landscape observatories throughout Europe with a wide range of objectives, scales and functioning schemes. Within this context, there are no many examples of

transboundary, cross-border landscape observatories, which would be, nonetheless, interesting entities enhancing cooperation, regional and local development linked to shared landscapes.

In this work we discuss the potential of cross-border landscape observatories to contribute to the objective of territorial cohesion. The discussion is undertaken through an analysis of the functioning and roles of European landscape observatories, interpreted from a territorial cohesion perspective. In general, landscape observatories (according to the abovementioned CM/Rec(2008)3) could: 1)allow observation based on appropriate protocols through a range of indicators; 2)describe the landscape character at a given time; 3)exchange information on experiences and policies linked to the protection, management and planning, public participation and implementation of landscape at different levels; 4)use, produce and compile documents and materials on landscapes; 5)draw up quantitative and qualitative indicators to assess the effectiveness of landscape policies; 6)furnish data to understand trends and to forecast or forward-looking landscape scenarios.

The initial results show that transboundary, cross-border landscape observatories would have, in addition to the previous list of possible activities, a strong cooperation component, moving forward to new possibilities for a better understanding of the shared landscapes, the engagement of local people from different nationalities, and the achievement of joint regional and local development objectives linked to landscape and more sustainable activities on it. Within this context, we propose a general framework where cross-border landscape observatories could perform as catalysts for governance, especially where different administrative bodies of different countries and territorial levels meet in a same landscape.

## SLOT T07.S03 | ROOM V1.12 | ISABEL RAPOSO AND SÍLVIA JORGE | FA-ULISBOA

### 20 | RESIDENTIAL CHOICES AS A DRIVING FORCE TO VERTICAL SEGREGATION IN WHITECHAPEL

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**ABSTRACT:** This study examines the impact of habitat choices and householder migration on Inter-building Vertical segregation in Whitechapel, a diverse inner-city neighbourhood in London. For migrants living in this absorption area, the need for a sense of belonging and continuity leads to the development of micro mechanism that improve the individuals' ability to cope with the urban challenges. Based on residential records at the resolution of single families and flats that cover a period of 17 years, the study reveal and analyse powerful mechanism of residential segregation at the vertical dimension of buildings, which the dwellers are recognise, adjust to and obey. Taken together, this mechanism is a candidate for explaining the dynamics of residential segregation in Whitechapel during 1995-2012.

### 131 | METROPOLITAN PLANNING AND URBAN MINORITIES ON THE MOVE. A TRANSNATIONAL PERSPECTIVE ON INTEGRATION PATTERNS

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**ABSTRACT:** This paper addresses the metropolitan and territorial dimensions of policies and planning actions that take into account minority groups and their movement between different locations. The metropolitan approach tackles the understanding of current dynamics of settlement and movement, chosen or imposed, in cities and suburban areas. Moreover, it concerns the way minorities' integration can be tackled through the coordination of an extended number of stakeholders and decision makers interfering in metropolitan governance at different levels and the way inclusion objectives are integrated in different urban and social policies and in planning. We give here the term minority a wide meaning that reflects not only a quantitative difference from the majority based on objective and/or subjective criteria, but especially a dominated position and a certain degree of exclusion from effective urban citizenship. Minorities can thus include here certain national or ethnic minorities, but also nationals, foreign-born nationals, or migrants.

Planning traditions in European countries have generally either ignored or tried to control the movement of underprivileged populations through imposed settlement actions or population redistribution policies (Desage et al., 2014). Integration patterns, addressed in this paper, are therefore largely absent from the traditional preoccupations of planners. Most research in urban studies is based on Northern American literature and the Chicago School model that emphasises the importance of ethnic ghettos located near city centres, as places of settlement for the first generation migrants. In addition, new models of integration such as heterolocalism and polynucleated settlement (Singer et al., 2008) appear in the US literature on migration and cities. Based on such theoretical approaches, the present paper aims to contribute to the present European debates on the development of a research agenda for planning regarding migrants and minorities in cities (Van Kempen & Wissink, 2014).

Therefore, in addition to a theoretical approach to the territorial aspects of urban minorities' (re)settlement in urban areas, the paper will focus on planning actions in two European metropolitan areas: Cluj in Romania and Grenoble in France. This transnational perspective will focus on the same population, identified in public discourses as a national minority (Romanian Roma), as an economic minority (deprived Romanian), or as economic migrants (Romanian or Roma migrants in France). It will allow to analyse local policies and governance targeting this population in order to understand both (re)location phenomena and their reasons and to put in relation intervention methods in the two local contexts. The ideas and values



embedded in the discourses and actions of decision-makers and professionals will further allow to discuss the implications of the planning culture and of present and emerging practices in answering social inclusion and diversity challenges in European cities.

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## 174 | RADICAL PLANNING AS A PATH TO DIVERSE, INCLUSIVE AND MULTICULTURAL CITY: A CASE-STUDY ON A SQUATTER NEIGHBORHOOD BUILT ON PALAFITTES

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**ABSTRACT:** In the first decade of 21st century, with the election of left-wing political parties, Brazil opened the way to a state-centered model of development, which undertook comprehensive programs on urban and social housing policies. Massive favela upgrading projects were carried out all over the country. In the aftermath of its implementation, many studies have been evaluating the results as typical technocratic top-down approaches, since the ideology of social progress via techno-science has marked historically the institutional planning practice in the country. It is possible to address such discussion by a panoramic narrative, going back to Jeremy Bentham and the idea of utilitarian scientific knowledge applied to the improvement of society, distinguishing then, the two great Western traditions of planning. On one hand, the radical theories, on the other, the conservative ones. While the radical planning situates people as the agent of transformation, the conservatives advocate government action and technical knowledge to implement it. The goal of this article is to situate the favela upgrading projects within a positivism legacy, addressing the technocracy of housing programs for to discuss the (im)possibilities of radical planning practices in Brazil.

The arguments developed in this paper are driven by direct professional practice in a slum upgrading project in São Luís do Maranhão, North Brazil. The 'Anil River Program' was launched in 2007, aiming to improve the living conditions of around 13000 families from an informal settlement located on mangrove swamps just beside the limits of the historical city centre, registered on UNESCO's World Heritage List since 1997. The city of São Luís, capital of Maranhão state, stands in a coastal island that was occupied by the Europeans in the early 17th century. After a brief French and Dutch permanence, the territory was finally conquered and governed by the Portuguese. Since these European occupations prevails a colonialist logic of valuing heteronomous building materials and techniques.

In contrast to the impressive historic buildings with stone window frames, the wooden houses raised on stilts were looked down by formal institutions. Also discredited were its economical activities such as fishing and a variety of related crafts, developed in consonance with the environment and the existence of the river.

Finished in 2014 but yet incomplete, the 'Anil River Program' proposed the eradication of 2720 wooden palafitte houses, whose inhabitants would be transferred to new masonry apartment buildings. Along with the new houses, a peripheral motor way was built in order to restrain new squatter sheds built on stilts in the river border. However, instead of strictly analyzing the results of the slum upgrading project, this paper sets out to understand the particularities of the precedent urban form. By presenting the growth principles and the cultural and economic dimensions of this neighborhood built by the Anil river margins, it will be clarified what has been left out and annulled by the slum upgrading program. The exercise is part of an ongoing research, aiming to construct an archive which might preserve Anil River's history, memory and culture. The purpose is also to discuss directions for the planning profession by observing how institutional planning practices have been shaped in Brazil.

## 312 | THE LEGACY OF THE SPECIAL REHOUSING PROGRAM IN THE LISBON METROPOLITAN AREA.

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**ABSTRACT:** Created in 1993, the Special Rehousing Program had as an objective to change radically the urban peripheries of the Metropolitan Areas of Lisbon and Porto, with the eradication of their self-produced neighborhoods and the construction of large public housing units. After more than twenty years, this ambitious urban policy, on the one hand, did not resolve what was considered by the State as 'a wound still open in our social fabric' (Preamble of the Decree-Law n.º 163/93) and, on the other hand, generated other 'wounds', that are still waiting for an alternative intervention approach.

This program has been criticized by the academic community, mainly due to the form and conception of the rehousing processes, that excluded the participation of the residents, mostly immigrants and Luso-descendants with few resources, and tend to expel them to more peripheral areas (e.g. Freitas, 1994, 1998; Guerra, 1994). Regarding the civil society, an associative movement was created against this intervention approach, with the elaboration of public contestation initiatives by immigrant associations, the formation of some groups focused on the Right to Housing and, specially, with the organization of associations and commissions of residents in many self-produced neighborhoods, that today still struggle for better living conditions (Alves, 2013: 35). All these voices represent processes of struggle and contestation around the Special Rehousing Program, specifically against the lack of housing solutions for all those who, for various reasons, are not inscribed in the program and to the absence of participation of the families covered by it, forced to leave their neighborhoods and to restart their lives elsewhere. Nevertheless, they also can represent or announce an alternative view of the self-produced spaces, of their spatial, social and cultural characteristics, and, consequently, inaugurate another intervention approach, aiming at a more inclusive and multicultural city.

At the moment, while the government is studying a new special resettlement program, we intend to identify and to analyze the legacy of the old Special Rehousing Program from some cases that we have been following in the Lisbon Metropolitan Area. We take into account a variety of perspectives and perceptions about this program, trying to understand how they can influence everyday practices in these places and in what circumstances alternative practices or proposals can arise for them. This analysis is inscribed in the Right to the City and in the democratization of the urban planning and management, as advocated respectively by Lefebvre (2009 [1968]) and Souza (2010 [2001]).

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## 569 | SPATIAL INJUSTICE OF CENTRAL AREA PUBLIC SPACES AND ITS PRODUCTION MECHANISM: A CASE STUDY IN NANJING, CHINA

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**ABSTRACT:** Like many other large cities in China, Nanjing central area has experienced a series of large-scale urban regeneration since twenty-first Century, mega-retail-led regeneration, which transforms the original residential land to commercial land, dominates the process. Large scale and huge volume flagship stores emerge on the regenerated land affected by the commercial building model coming from the developed countries. The emerging space form is also supported by the local government, because it

can quickly make the image of the city catch up with the international standard, significantly enhance the level of physical space environment and bring considerable economic income. Nevertheless, more and more attention has been paid to the negative social effects brought by this space form. Taking the central area of Nanjing as the research object, based on 2000-2015 historical topographic maps, this paper reveals the transformation characteristics of central area space form in Nanjing, it shows that the space form has been transformed from the dispersed, high density and low plot ratio to the concentrated, low density and high plot ratio, in the meantime, it has produced many so-called public spaces. According to the authors' first-hand survey data, this paper finds that the so-called public spaces are just the outdoor spaces separately belong to different commercial flagship stores, and in which there exist obvious spatial injustice. The injustice embodies in two aspects: one is the function simplification, the public spaces only bear the commercial and transportation functions, which can not meet the requirements of the central area public spaces to carry a variety of social activities; the other is the environment exclusiveness, the public spaces just designed to attract the young middle class with a consumption orientation, which can hardly be used conveniently and comfortably by all regardless of age or economic circumstances. This paper also analyzes the production mechanism of space injustice from the aspect of China's land regeneration system, and the local government entrepreneurialism and the capitalization of space production are defines as the root cause. In accordance with the analysis result, this paper suggests the public policy attributes of urban regeneration should be strengthened through the reformation of the land regeneration system and planning-making system, and the improvement of public participation, so as to improve the environment inclusiveness and multiculturalism of the public spaces in central area, and obtain the realization of spatial justice.

## 1286 | THE ANTHROPOLOGY OF MODERNIST MASS HOUSING: A TOOL FOR URBAN PLANNERS.

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**ABSTRACT:** Although the modernist failure myth largely descends from Jane Jacobs' work, many of its advocates abandoned the observational method on which the American author grounded her work. Not only generalizations about the alleged failure of modernist architecture ignored non-environmental factors and disregarded the differences which characterize modernist public housing neighborhoods, but also they were unable of getting direct knowledge of how real life works in them. If we assume that each modernist public housing neighborhood is unique and different from all the others, as it is certainly the case, then we need to get first-hand knowledge of how it works. Starting from the review of anthropological research on modernist mass-housing in different countries this paper will discuss the implications of such research for urban planners. Case studies of public housing neighborhoods in the periphery of Florence will be presented and discussed.

**KEYWORDS:** urban anthropology, public housing, symbolic violence, modernist architecture, urban renewal

**SLOT T08.S03 | ROOM V1.14 | JOÃO MOURATO | ICS-ULISBOA**

## **63 | THE IMPACTS OF NEW MONEY IN RURAL AREAS**

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**ABSTRACT:** The level of investment in rural land assets has been gathering pace in recent years. Institutional, corporate and private investors have acquired interests in large amounts of farmland across Europe and elsewhere in the Global North - and in the Global South. Farms, vineyards, processing plants and real estate assets that were once locally owned and operated are now in the hands of different types of investors – from publicly listed agribusinesses, to pension funds and private equity companies – who take either an active or passive interest in these assets. The flow of this new money into rural areas has connected local assets with the global economy and with a system of financialised profit-taking from fixed assets. It is that context that research – funded by the Royal Institution of Chartered Surveyors in the UK – is being undertaken on the impacts of these new investments in rural land. In this presentation, we briefly review the drivers and dynamics of investment before examining the changes – to rural landscapes, economies and communities – that it is generating. We develop a theorisation of transformative change that addresses social and economic structures and relations that drive unsustainable practices and focus on the alterations to the nature and breadth of engagements with the local asset base that the new money brings. Integrating a focus on social impacts that is sensitive to power relations we begin to identify different approaches to investment and rural contexts that together lead to potentially transformative change. The research is looking at investment case studies across Europe and the results outlined in this presentation remain preliminary. Our central question is whether new investments deliver gains that can be harnessed by local communities or whether the flow of money in, and profit out, fails to deliver place-specific benefits.

## **237 | EVALUATING DELHI MUMBAI INDUSTRIAL CORRIDOR AS MEGAREGION: UNDERSTANDING WHAT MEGAREGION MEANS FOR INDIA AND SOUTH ASIA**

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**ABSTRACT:** The concept of ‘megaregion’, evolved from megalopolis, is projected as globalisation’s new urban form. The debates around megaregions include whether functions (global economic integration) or forms (rapid urbanisation) are predominant; whether megaregions are about concept or space; what are megaregional space versus spaces of megaregion. Under the influence of neoliberalism, megaregions are known to attract private sector investment with a promise of huge return, while the actual implementation in long-term has to be critically investigated based on ground reality from planning, governance, and economic dimensions. It is said what metropolitan regions are to national economy, megaregions are to the global economy. Harrison and Hoyler’s (2015) edited book on megaregion falls short in presenting case study from the global South/ emerging economies.

Megacorridor is a concept in transport planning known for its large-scale. Megacorridors are criticised to be planned in isolation from spatial planning which has a negative impact on its effectiveness. Megacorridors are known for attracting private sector investment (global capital, borrowing based on cash flow), and the debates are around the role and interest of private sector in the planning process and challenges during implementation as it crosses multiple administrative boundaries.

Delhi Mumbai Industrial Corridor (DMIC) is an outcome of Modi’s policy on Make in India and National Strategy for Manufacturing in 2006. The project is in its preliminary implementation stage. India has a plan for implementing such other five corridors, one being economic corridor. The core element of planning DMIC is 1504 km Delhi Mumbai Freight Corridor (DMFC). DMIC is planned with twenty-four investment regions and 8 industrial cities in Phase I. DMIC will involve an estimated investment of USD 100 billion.

The central government projects DMIC as 'Global manufacturing and trading hub' and it has attracted huge foreign private sector investment.

The study will greatly contribute towards understanding the current regional/ sub-national economic planning in Indian context. DMIC has the potential of being a megaregion not only because of its scale, but also the fact that a development at such an enormous scale is planned based on the availability of global capital. The study, at the first instance, will present its preliminary findings to following research questions that would lead to further research agenda.

To evaluate DMIC as a megaregion, globalisation's urban form:

How does DMIC perform as a megaregion:

- i. How does the planning process address the balance between urban form and function?
- ii. What are the megaregionals spaces and spaces of megaregion for DMIC?

How does DMFC perform as a megacorridor? How does the planning process integrate the freight corridor with the spatial planning? What is the multi-scalar, multi-actor process? How does DMIC as a megaregion contribute towards national economy and global economy? What is DMIC's relation with the central government and the rest of the nation? How does DMIC define what 'megaregion' is in the context of India and South Asia? How will DMIC and other industrial and economic regions in India introduce a new scale of region and urban settlement in Indian context?

## 461 | THE URBAN-RURAL RELATIONSHIP AND ITS DEVELOPMENT TENDENCY BASED ON THE PHENOMENON OF PSEUDO COUNTER-URBANIZATION—TAKING WUHAN AS AN EXAMPLE

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**ABSTRACT:** Counter-urbanization represents the free flow of population in the Western developed countries when urbanization, and the integration between rural and urban areas reach a relatively high level. What drives counter-urbanization is the city dwellers' pursuit of a life of low cost and high quality, or corporations' goal of maximizing profits. In China, counter-urbanization also appears in some cities. And there is also a tendency for agricultural population to increase year by year, such as Wuhan in Hubei province. However, such a counter-urbanization is actually the outcome of the special urban-rural dualistic division system and the level of urban development in China, which includes household registration system, land system, as well as the huge gap between the levels of public services in urban and rural areas. First, the agricultural population which increased in these cities exists only from the perspective of household register management, and the real permanent resident population in rural areas are flowing into the cities in large quantity each year. The common characteristics of these rural population is that they are mostly from the lower middle class in the society, who are driven by economic factors and therefore forced to live in the city, rather than out of free choices made by the wealthy class from Western countries. Second, the urban space, economy, the public service level in Wuhan have not reached the level of counter-urbanization, either. On the one hand, the central downtown in Wuhan still has a huge space for development, with a sustainable capability for population agglomeration. On the other hand, the relatively low degree of integration between urban and rural public services has made the countryside unable to possess the condition and resource for the counter-flow of population. Therefore, under the current condition of counter-urbanization, the diverse social strata and population groups of complex properties of Wuhan are mainly caused by the unstable and complex relationship between urban and rural areas. This paper, taking Wuhan as an example, analyzes the logical connotation as well as causes of the pseudo counter-urbanization from the perspective of the relationship between urban and rural areas. Based on the development of the urbanization of Wuhan, it predicts the tendency of the population flow of urban and rural areas in the next round of its development, spatial change in rural and urban spaces, as well as the sharing relationship between urban and rural areas, with the aim to provide research foundation for the integrated development between rural and urban areas in Wuhan, and development suggestions for Wuhan to become a more diverse and inclusive city. According to the research, the flow rate of population between urban and rural areas will slow down, but the volume of the flow and the pressure for the transfer of population is still huge; in the aspect of spatial development, the urban area will combine stock excavation and increment control, whereas the rural areas will achieve a paralleled development of holding onto the baseline and optimization and improvement; the networked urban and



rural functional relationship will break through the resource allocation system of administrative regions and become main characteristics for the sharing relationship of public service between rural and urban areas in the future.

## 779 | POTENTIALS OF REGIONS FROM THE KNOWLEDGE BASED DEVELOPMENT PERSPECTIVE IN TURKEY

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**ABSTRACT:** There have been different approaches to explain the regional development, however all of them have tried to determine the factors, which affected the local system. As it is known that the space has a significant role among the factors of development. The existing resources have long been identified as initial advantages of the regions, while recent literature and policies emphasize how important to have a capacity for utilizing the local resources and to be able to connect to the world, attract new activities and people. Furthermore increasing importance of knowledge in the world economy brought forward the concept of knowledge community and knowledge cities.

Especially for Turkey and the other developing countries while the national economy has been growing, regional development has been one of the hot topics considering the regional disparities. Therefore, several approaches and methodologies were used to measure the regional development, whereas socio-economic development index, human development index, competitiveness index are the well-known ones. This paper displays a new and innovative insight with its contribution to the regional policy in Turkey from the knowledge-based development perspective.

Since Turkey's nation wide goals require knowledge based development to support increasing competitiveness in knowledge economy, it is important to determine which provinces have the potential for knowledge- based development to channel resources efficiently. Evaluated existing models show that it is crucial to develop a framework locally and determine the sub-categories for multiple aspects of Knowledge Based Urban Development. Therefore; KBUD potential index of Turkish provinces was developed locally in four categories of economic development, societal development, spatial development and institutional development. The results put forward that different potentials of provinces in Turkey do not only contribute to the overall picture of KBUD development potential in Turkey; but sub-categories also make it easy to determine the strengths and weaknesses of each province and provide guidance for urban and regional policies. Furthermore, the results underline that mainly economic development is not related to knowledge infrastructure in Turkey. Furthermore, the knowledge based development potential is higher especially in the neighboring provinces of metropolitan cities, while we could catch potentials of different provinces considering sub-categories.

## 837 | GREEK INFRASTRUCTURES IN THE CONTEXT OF FINANCIAL AUSTERITY: DOES THIS HAVE AN IMPLICATION FOR THE REGIONS?

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**ABSTRACT:** During the period of crisis in Greece (post 2009) there is scarcity of financial resources. This is because of fiscal contraction and because of the difficulties in additional money borrowing, or participating in the quantitative easing initiative). However, there are significant human resources that have the ability and the capacity to contribute to development. This phenomenon is manifested with its own specificities in the field of infrastructures, where the lack of financial resources is on the one hand innate (the public sector is short of funds) and congenital (because of the crisis few investors are interested and they try to buy cheap and invest little) while from the Greek part, there is an accumulated and significant experience in the field in terms of a competent construction sector including engineers. The way the economic crisis is dealt with, (economic contraction, monetarist choices, etc.) results in limiting the infrastructure projects that the country possibly needs and that could act as agents of positive change. This crisis results into the continuation and accentuation of the discrepancy between centre and periphery in the programming and planning of infrastructures. On the one hand, various big projects are continuing to be under way especially in Athens and less more so in Thessaloniki, while in the periphery, although more are required, only some programmed ones are continuing. The result is the deepening of the inequality



between centre and periphery (in relation to infrastructures). In response to this deadlock the Greek government is directed by the troika to proceed into a major privatization programme, which however for the time being despite genuine efforts has dubious results.

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## SLOT T10.S05 | ROOM V1.16 | ROELOF VERHAGE | INSTITUT D'URBANISME DE LYON, UNIVERSITÉ LUMIÈRE-LYON-II

### 145 | LOCATING SUBURBAN GENTRIFICATION IN OUTER LONDON

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**ABSTRACT:** Changes in the structure and operation of the economy, highlighted by the planetary urbanism debate, have had impacts which require our rethinking the purpose and relevance of categories such as urban, suburban, periphery and rural. Some gentrification researchers, cognisant of this challenge, have sought to unshackle gentrification from the inner city inviting us to consider the possibility of gentrification in the suburbs. While rent gap theories work for suburban gentrification it is not so easy to resolve cultural explanations where a metropolitan milieu is highly valued by those who gentrify and which is often linked to centrality. We look at shifts in the socio-economic configuration of Outer London where some areas are experiencing significant social 'downscaling' and others 'upscaling' (based on national categories linked to employment). A shift in tenure to the private rented sector is identified as an important mechanism facilitating suburban upscaling as Buy To Let landlords identify rent gaps. However, this does not explain its distribution within Outer London. Locations can partly be explained by the presence of older architecture (like that found in inner London) and good public transport connections to the centre. In these areas we might explain upscaling as a cultural compromise, where households that can't afford Inner London find comfort in the housing stock and access to the centre. However, many other upscaling locations do not share these assets. This research uses qualitative methods to engage with households to understand better the attraction to upscalers of areas lacking period architecture and/or good connections to the centre.

### 541 | GENTRIFICATION TRIGGERED BY PUBLIC INVESTMENT: THE CASE OF GYEONGUI LINE FOREST PARK IN SEOUL, KOREA

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**ABSTRACT:** As many people congregate in urban parks to enjoy the amenities and recreation activities, urban parks could affect land use of nearby neighborhoods. For instance, if abandoned or underutilized urban areas are converted to urban parks by public investment, the introduction of a new urban park could attract more people and lead to gentrification of adjacent neighborhoods as shown in High Line Park, New York and Cheonggye Stream Restoration Project in Seoul (Millington, 2015; Littke et al., 2015; Lim et al., 2013). This study investigates recent gentrification in Mapo-gu district, Seoul, where a new urban park, Gyeongui Line Forest Park, is built, and explores the role of the park in this neighborhood change process. Specifically, we examine whether improved pedestrian environments by the Gyeongui Line Forest Park results in more frequent land use change from residential use to commercial one. We also explore the differentiated impacts of Gyeongui Line Forest Park depending on the neighborhood contexts. Gyeongui Line Forest Park is a 4.4km long linear park in Seoul. The width of the park ranges from 10 to 60 meters. It was previously a railway built in 1906, which connects from Yong-San (South of downtown Seoul) to Sineui-joo (The northern border of North Korea). After the Korean War, the railway has been underutilized, then new plans to convert the railways to urban parks was initiated and implemented during the 2000s. The project removed existing railways and constructed new underground railway system. Then, ground level was converted to a linear urban park having 10 to 60 meters width. As a result, two separated regions by the railways are connected and a linear open space for pedestrian is provided. The introduction of this park attracted a lot of visitors to the site and accelerated gentrification in nearby neighborhoods by promoting the land use change from affordable residential buildings to new fancy commercial ones. In order to analyze the impacts of Gyeongui Line Forest Park on gentrification process, this study applies the space syntax analysis and regression models. We measure the network centrality of pedestrian network

before and after the Gyeongui Line Forest Park construction using integration and choice values from the space syntax analysis. Land use change near Gyeongui Line Forest Park is identified by tracking building use from the building permit database. Then, we examine the impacts of improved pedestrian network centrality of streets on nearby land use in the Gyeongui Line Forest Park area using regression models. The results show that the park plays an important role in the gentrification process. We will discuss the role of public investment in gentrifying neighborhoods and planning options to respond to the changes.

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## 622 | MAKING THE GILDED GHETTO: RACE, CLASS, AND POLITICS IN THE CAPPUCCINO CITY

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**ABSTRACT:** A monumental new urban renewal phase occurred during the late 20th and early 21st centuries in the United States (US). With an influx of white residents and capital investments, many urban no go black ghettos were transformed into hip cool places filled with chic restaurants, trendy bars, and high-priced apartment buildings. In several US cities, once impoverished, inner city African American neighborhoods have become mixed-income, mixed-race gilded ghettos. New powerful economic and political forces, the legacy of racial tensions, emerging racial tolerance, and new urban living preferences are driving the transition of the dark ghetto to the gilded ghetto. Through extensive fieldwork, conducted between 2009 and 2014, I experienced the transformation of Washington, DC's Shaw/U Street neighborhood, and explain how these forces collectively facilitate gentrification and its political and cultural neighborhood consequences. My analysis reveals the on-the-ground realities of mixed-income living. Specifically, I unpack the tensions between the new and old, white and black, rich and poor, and gay and straight. While tolerance for diversity on many levels is greater than ever, these traditional social divides still help to explain today's urban community change narrative. More importantly this research uncovers how preexisting inequalities are exacerbated and not alleviated in this mixed-income, mixed-race community. This research elucidates the comprehensive set of dynamics facilitating 21st century gentrification and concludes with several novel yet pragmatic policy recommendations to facilitate the creation of racially and economically integrated neighborhoods that more fully promote the dignity and well-being of low-income residents. This in-depth US case study provides ample lessons for spaces of urban regeneration in Western Europe.

## 687 | STATE-LED GENTRIFICATION AND DISPLACEMENT IN TARLABASI: AN END TO RESISTANCE?

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**ABSTRACT:** Starting from the 1980s, central and local governments have been actively involved in neoliberal urban restructuring which is characterized by large-scale urban development projects as well as urban renewal and redevelopment processes. There is an extensive literature discussing the social impacts of urban renewal and urban redevelopment processes that result in gentrification and displacement. In most cases, the form of gentrification is state-induced, thus urban renewal and transformation projects lead to state-led gentrification, which eventually results in displacement of the residents, creating adverse impacts especially for the vulnerable parts of the communities.

Residents develop strategies at individual or collective level to handle these impacts. In most cases, residents respond collectively to the risk of displacement. Collective mobilization through community organizations, neighbourhood associations or grassroots initiatives may directly affect the processes of

gentrification and displacement, and challenge the central and local authorities, especially when the residents endeavour to negotiate the conditions of the urban renewal or transformation projects.

Istanbul has been subjected to a major restructuring process in the post-1980s, with neoliberal policies and an urban transformation agenda. As part of this wider restructuring project, Tarlabasi renewal process was initiated in 2005, from then signifying demolition of historical urban tissue, and gentrification processes. With Tarlabasi Urban Renewal Project, the efforts to clean out the area from certain groups including immigrants, low-income and disadvantaged groups became visible. The project has neglected the social character and diversity of the area resulted from international and domestic migration flows. It has already affected residents due to displacement. Many people moved out of Tarlabasi were also removed from their social networks and businesses. Since the renewal project started, many attempts have been made against the possible negative impacts of the project. Many lawsuits were brought by civil society organizations, like the Association for Solidarity with Tarlabasi Property Owners and Renters, to prevent unjust treatment of the residents. The Association endeavoured to protect the rights of inhabitants through negotiation efforts between the Beyoglu Municipality and the private company undertaken the renewal process. Various platforms, NGOs and activist groups have participated in the grassroots mobilizations.

The aim of this study is to discuss gentrification processes and resistance movements against urban renewal projects and question their roles in preventing the adverse impacts of these projects. Understanding the dynamics of the processes of gentrification and resistance movements are vital where ambitious and profit-seeking projects of the central and local governments in Turkey growingly ignore the social realities of urban areas. Therefore, in this paper, first, the concepts of gentrification and displacement are discussed in their relation with neoliberal urban development. Second, resistance movements against urban renewal projects are addressed. The impacts of these projects and gentrification are discussed based on the case of Tarlabasi neighbourhood in Istanbul and the ongoing urban renewal project in the area. Based on this case, resistance movements are presented, which emerged to handle the impacts of gentrification and displacement.

## 804 | STUDY ON LIVING SPACE AND COMMUNITY ATTACHMENT OF THE THREE GORGES MIGRANTS - A COMPARISON BETWEEN MIGRANTS RESETTLED NEARBY AND RELOCATED OUTSIDE

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**ABSTRACT:** China has a large number of migrations organized by the government, mainly for engineering, ecology and poverty alleviation. The project of resettlement has great significance in politics, economy, society and other aspects. Previous research on migration is mostly based on the survey of economic income and social adaptability, instead of living space and community attachment. These fields have a bearing on the vital interests of migrants, and play definitive roles in the living quality and dignity after relocation.

The migrants of the Three Gorges are chosen as the object of study, because of their symbolic significance and the large number of migration samples. The migration is divided into two modes: 79% are resettled nearby, and 21% are relocated outside (Shanghai, Zhejiang, Sichuan, Hunan and so on). The following four groups of sites are selected as the research destination:

	Present Residences	Original Residences
Relocated Outside One	Panxi Village, Chongming District, Shanghai	Zhoudu Village, Kai County, Chongqing
Relocated Outside Two	Caichang Town, Dayi County, Chengdu	Wanzhou District, Chongqing
Resettled Nearby One	Kai County New Town, Chongqing	Kai County Old Town, Chongqing
Resettled Nearby Two	Baidi Village, Fengjie County, Chongqing	Baidi Village, Fengjie County, Chongqing

Table 1. Research destinations of present and original residences

The study records the forms of living space of the migrants' present and original residences. (The submerged areas are consulted according to the surrounding villages.) Living levels, housing cluster types,

building forms, privacy and scale are abstracted and classified. Furthermore, communications with migrants show their living conditions and community attachment, and the evaluation of living space before and after the migration.

The investigation of the two modes of migration reflects the great influence of the living space and community attachment on the stability of migrants. The living space of migrants resettled nearby changes to a lesser extent, thus leads to faster life adaptation, but there are still problems of integration into city life; migrants relocated outside face obvious differences in living space, difficult community culture, hence the lifestyle changes significantly. The humanistic construction method of the immigrant community, as well as the adjustment of the social psychology, determines the success or failure of the migration project, and the maximization of the dignity of the migrants, in order to properly arrange this special group.

**KEYWORDS:** Living Space, Community Attachment, Migration Project, Dignity Maximization

## 863 | SUPPORTING INNOVATION IN REHABILITATION POLICIES FOR DEPRIVED NEIGHBOURHOODS: A MULTI- LEVEL PERSPECTIVE

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**ABSTRACT:** Innovation studies are multiplying across all sectors and the Great Financial Crisis seems to have accelerated this tendency, with a proliferation of policy documents and strategies aiming to enhance innovation in all aspects of human life.

Innovative ways to approach urban rehabilitation are needed both in European countries, where urban and neighbourhoods regeneration policies have gained centrality in the last 30 years (Couch et al., 2011) with controversial and even perverse results (e.g. Atkinson, 2000; Uitermark and Loopmans, 2013), and in countries, regions and cities without such long run experience. In the field of spatial planning, building on the dynamic conception of the three levels of power elaborated by Dryberg (1997), the work of Healey et al. highlighted the need of innovation/transformational practices to penetrate all three levels of social formation, i.e. specific episodes of collective action, on-going work of governance practices and discourse formation/use, culturally embedded assumptions and habits (Coaffee, Healey, 2003; González, Healey, 2005). Their focus was particularly on the potential of emerging episodes of governance to transform the wider context of mainstream politics and administration. This paper will use insights from innovation studies to identify possible strategies to support and consolidate innovative practices of urban rehabilitation in deprived neighbourhoods. The concept of innovation will be broadened by including a socio-technical dimension of innovation besides the socio-political one. This implies (a) expanding the range of actors and processes involved in the innovation process; (b) overcoming a linear perception of innovation proceeding from bottom-up practices, and assuming a multi-level perspective which shows the nested hierarchy of innovation processes and the bi-directional influencing dynamics of change (Geels, 2004).

The empirical and case study research on which this paper will draw is an extensive policy promoted since 2006 by the Apulia regional government, Southern Italy, to enhance the quality of life in deprived neighbourhoods. The policy, which involved more than one hundred municipalities, tried to introduce new integrated and participatory approaches into a (weak) tradition of urban rehabilitation policies centred on physical and functional aspects. A discussion of its achievements and failures will shed light on innovation dynamics as well as on leverages and key resistance to change.

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## **SLOT T11.S04 | ROOM V1.23 | NUNO MARQUES DA COSTA | IGOT-ULISBOA**

### **32 | PRELIMINARY RESULTS OF AN INVESTIGATION ON THE RELATIONSHIPS OF INDIVIDUAL AND BUILT ENVIRONMENT CHARACTERISTICS WITH BMI AND OTHER PERCEIVED MEASURES**

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**ABSTRACT:** The relationship that the built environment has with physical conditions has been studied centered upon the Body Mass Index, and few studied the relationship beyond this neutral measure, such as perceived health conditions, physical fitness, and disease/accident prevention. Thus, this study, using geographic information systems data and the Seoul sample of the 2013 Survey on Citizens Sports Participation, analyzes how the effects of population density, land use balance, street intersection density, and public transit density on the Body Mass Index differ from their effects on subjective/perceived physical condition variables in Seoul, South Korea. While a multiple regression model finds the Body Mass Index to be affected by gender and age, a further analysis shows that walking to sports facilities and living in Gangnam, the wealthiest district in Seoul, also have a significant effect. Regarding the subjective indicators, education level, employment, and household size are found to be significant along with gender and age. This suggests the reality-perception discordance according to which further investigations are recommended based on these subjective indicators. Among the built environment variables, transit density and land use balance turn out to have a positive impact on health and physical fitness, possibly by improving walkability. On disease/accident occurrence, street intersection density shows a positive influence, implying that transportation hubs would facilitate a negative environment in relation to transportation safety and air pollution-related public health.

### **54 | THE RIGHT PATH TO HEALTH: THE WALKABILITY OF A EUROPEAN MEDIUM SIZED CITY CALLED GUIMARÃES.**

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**ABSTRACT:** The relationship between the act of walking and city space has been over the years object of numerous approaches both by academics and researchers. Nowadays there is an increase in empirical research, above all from areas such as public health, urban planning and transportation, that result from the application of measuring instruments both of the built environment (BE) and of walking, understood here as a form of physical activity (PA) with recognised benefits for health. The exploration of the BE-PA relationship is based on validated instruments that seek to clarify this equation. Developed in countries like USA, Canada or Australia these are less common in the European context. This paper intends to demonstrate that the combined use of information resulting from spatial audits and population surveys are important tools in the planning of proximity of medium sized cities like the case study, Guimarães, thus incorporating the human dimension in the planning process as advocated by Jan Gehl. The measurement instruments developed in recent years are diversified, containing objective and subjective measures. This research was based on the following BE audit tools: the Systematic Pedestrian and Cycling Environmental Scan; the Analytic Audit Tool; the Irvine-Minnesota Inventory; the Measurement Instrument for Urban Design Qualities; the Pedestrian Environment Data Scan; and the Microscale Audit of Pedestrian Streetscapes; incorporating too, the urban elements referred by Gehl. Despite the study aim focus on the development and confirmation of objective measures, two subjective tools were observed: the Neighborhood Environment Walkability Scale because is the most used internationally; and the Assessing Levels of Physical Activity for being that developed for the evaluation of environments for PA in Europe. In these studies, PA is usually measured using internationally validated questionnaires, such as the International Physical Activity Questionnaire (IPAQ). Thus, after identifying the city areas according to there degree of walkability, assessment tools of the variables to be explored were applied. So a new audit



tool was developed having as reference the above mentioned ones, Gehl theories, and the urban context found. With regards the inhabitants survey, PA evaluation questions were based on IPAQ, being reformulated to better understanding by respondents. Given the relatively small scale of the city of Guimarães respondents were asked to indicate on a map appended to the survey the routes they made to six utilitarian destinations and six leisure destinations in order to assess both transportation and leisure walking. The routes made by the subjects were mapped and correct destinations identified, being that, their features were evaluated according to the items of the developed audit tool. The assessments were made using CAD surveys, ortophotomaps, Google Street View and by direct observation through site visits. The developed audit tool presents itself as an instrument that can be easily replicated in similar contexts. Data collected allow the analysis of the correlation between spatial variables, reported walking levels and health indicators, thus identifying the elements that have the greatest relevance in this equation.

**KEYWORDS:** built environment; physical activity; health; spacial audit tool; inhabitants survey.

This research was financed by FCT supported by the European social fund through the PhD grant SFRH/BD/76311/2011.

## 74 | SUPPORT OF CYCLING AND CONSIDERATION WITH CYCLE PICTOGRAMS ON THE ROAD

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**ABSTRACT:** Shared lane markings were developed in the early '00s in the United States to improve bicycle safety. In the last years they were used in different other countries and different types of roads. At the moment they are implemented also in German municipalities, often in the context of the abolition of obligation to use cycle paths on the pavement.

A high share of traffic participants don't know the difference between cycle paths that have to be used and the ones that can be used. The change is a result of change of traffic law being continuously implemented in the infrastructure.

In municipalities, with a low share of cyclists, the acceptance of car drivers towards cyclists that are driving on the road is quite low, especially if there is a cycle path visible.

For that reasons cycle pictograms should emphasise that cyclists are allowed on the road and with that improve acceptance of car drivers towards cyclists. It should also encourage cyclists to use the road, because of the fact that it is generally safer for cyclists to use the road than to use a poor cycle path.

But there is also the component of the pedestrians. Because often a poor cycle infrastructure comes along with poor infrastructure for pedestrians. Which means that either a narrow cycle path is next to a narrow space for pedestrians on the pavement or cyclists are free to use the pavement so that pedestrians and cyclists have to interact with each other which can lead to accidents as well as unacceptance of each other.

So with the help of shared lane markings for cyclists it is intended to improve road safety but also very importantly the traffic climate for cyclists, pedestrians as well as car drivers.

To prove if these aims of better traffic climate and safer roads can be achieved with this measure so that cities can become more liveable, the research project cycling within constricted room – impacts of cycle pictograms and signage is conducted.

For the project different roads will be look at with a before/after analysis of the implementation of the measure. Different aspects will be examined, for example: accident occurrence, road usage and overtaking behaviour based on a conflict analysis and a road users surveys on their subjective sensation of safety.

## 231 | URBAN HIGH-CAPACITY ROADS – IMPROVING LIVEABILITY IN GERMAN CITIES WITH AN ALTERNATIVE TO INNER-CITY MOTOR HIGHWAYS

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**ABSTRACT:** In order to plan viable cities, it is important to make transit and domestic traffic compatible for residents. Such traffic can be routed either via inner-city motor highways or via urban roads.

If the traffic in the inner-city area is handled via inner-city motor highways, the result is a large number of negative effects for the population. These inner-city motor highways show partly insufficient pedestrian crossings and, in combination with noise abatement, barriers can arise between urban areas. Moreover, this road space is no longer perceptible to the population.

High velocities also lead to noise pollution and other environmental emissions and therefore have a detrimental effect on the well-being and health of the population.

The aim of the project is to examine whether urban high-capacity roads can be an alternative to inner-city motor highways.

Such urban high-capacity roads are characterised by a speed range (50 - 80 km / h) adapted to the urban conditions and non elevated junctions. In addition, the traffic area is accessible and perceptible to all road users, as there are facilities for walking and cycling in the longitudinal and lateral traffic.

The research project will investigate whether urban high-capacity roads can make traffic in inner-city areas more tolerable to prevent the negative effects of motorway-like roads and thus contribute to more liveable and healthier cities.

To this end, German cities were surveyed for the presence of road sections with high traffic volumes in the inner city area. At present ten road sections are analysed in detail. In each case, an inner-city motor highway and an urban high-capacity road are opposed and compared to each other.

It is foreseen to analyse:

- design parameters,
- traffic flow,
- road safety,
- compliance to rules and standards,
- noise protection,
- urban integration,
- and urban planning aspects.

In order to provide an alternative to inner-city motor highways, recommendations for the planning and design of inner-city roads with very high traffic loads are to be developed. So far, these do not exist in Germany.

## 635 | DISABILITY'S TREATMENT IN THE ACTIVE SCHOOL TRAVEL AND CHILDREN'S INDEPENDENT MOBILITY LITERATURES

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**ABSTRACT:** Children's independent mobility (CIM) and active school travel (AST) have become subjects of heightened interest among transport scholars and practitioners in recent years. This attention has come about largely in response to widespread declines throughout the Global North in CIM, AST, and

children's physical activity levels, as well as increased childhood overweight/obesity rates. In the context of these unsettling changes, school trips and, specifically, the advancement of AST have come to be widely regarded as an opportunity for advancing CIM and physical activity levels, and gaining the linked health/well-being benefits. Researchers have considered a multitude of factors influencing school travel decisions and patterns; however, forms of social difference (e.g., gender, age, race/ethnicity, and class) have received rather limited consideration. One form has received notably little attention; namely, disability.

This paper presents a systematic review of the CIM and AST literatures that was undertaken with a view to better understanding how disability is addressed in the two related bodies of work. The aim is to provide insight into three questions: (1) to what extent is disability considered in the literature in comparison to other forms of social difference?; (2) how is disability engaged?; and (3) how could disability be approached differently such that experiences of disabled children and their households are better accounted for moving forward (e.g., provided with equitable travel options)? In addressing these questions, a comprehensive review methodology is detailed, literature gaps are identified, and the value of engaging disability through Goodley's (2014) critical ableist studies lens is considered.

## 914 | GOVERNING CAR REDUCTION – AN ONGOING EXPERIMENT IN BERLIN/ GERMANY

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**ABSTRACT:** Healthier, and more sustainable forms of local mobility are being discussed recently in many cities all over the world from different angles: Some questions raised are, for example, What future quality(s) of life will we have in demographically changing societies and which forms of (high) mobility are more adequate to future needs than individual possession of cars?

In the literature, we can identify two different approaches to healthier, and more sustainable forms of local mobility: For one, we can find space-based approaches which focus on the transformation of urban spaces for different kinds of alternative mobility (such as Street Seats programme in Portland, Pavement to Plaza in New York, or temporary closure of streets as on the river embankment in Paris). For another, we can identify motivational (behavioural) approaches which focus on different strategies of individual motivation and regulation (such as information and education on 'car-free days' in cities all over the world, practical individual experimenting with different forms of mobility). In order to better understand what effects these approaches actually have, a detailed analysis of the goals, actors and implementation processes is needed.

The presentation will present a framework for the analysis of such health- and sustainability-oriented approaches, focussing on sustainable goals, life quality and (co-operative) governance. In addition, it will compare different practical approaches to the above-mentioned questions and aspects, including intermediary results from a research project in Berlin/ Germany (<http://neue-mobilitaet.berlin/> - website unfortunately only in German) where – in two different neighbourhoods – local actors together with administrators, private companies and researchers are about to test adequate strategies towards more sustainable local mobilities.

## SLOT T12.S02 | ROOM V1.15 | CARLOS FERREIRA | IGOT- ULISBOA

### 96 | NATURE AND ADVENTURE TOURISM IN DEVELOPING COUNTRIES: A CONCEPTUAL FRAME BASED IN A FUNCTIONAL SYSTEM.

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**ABSTRACT:** In recent years, the importance of tourism in the global economy has increased immensely. The emergence of new leisure alternatives and types of recreation, as well as new lifestyles, has contributed to its rapid growth. A large number of developing countries rely on tourism as their most important industry due to its generation of employment and the inflow of foreign currency. According to the World Tourism Organization (WTO), in South America international arrivals continue to increase; in 2015, they registered a relative increment of 6%. The demand for nature and adventure destinations stands out amongst the great diversity of tourism typologies.

Since 2014 Ecuador, a country within this region, has consecutively won the South America's Leading Green Destination of the World Travel Awards. Its extraordinary natural attractions and a great diversity of ecosystems coexist in a single territory of four natural regions: Coast, Andean, Amazonian and Insular. In this context, small and poor communities view nature tourism as an opportunity to improve their economy; however, the empirical and accelerated development of tourism activity often impacts the environmental, social and economic base of these destinations. Management and tourism governance are the biggest problem for these communities; they involve a lot of elements and actors within a complex functional system that evolves depending on local and external factors.

The rapid increase of tourism in the last few years has not allowed for the development of enough knowledge about their links and roles. The core idea of the research is to define a conceptual frame for nature and adventure destinations based within a functional system, that presents three stages of tourism demand: low, medium and high. The conceptual frame includes the environmental, social and economic base, which supports the whole functional elements, impact and transformations. The centre of the system is composed of the stakeholders, including local administration. The three stages reflect the relation between the progressive increase of tourism demand and the quantity of local operators, authorities, institutions, communities and organizations.

The content of this study is an introduction to this particular field, which could be further explored through a broad range of research about nature tourism within similar ecosystems and socioeconomic structures. The conceptual frame helps develop understanding of the dynamics of nature and adventure tourism in small communities of developing countries. It can be approached through various disciplines, in order to deepen the understanding of the problems and relations between stakeholders and elements of the complex system.

### 525 | THE INTEGRATION OF RESORTS IN COASTAL AREAS AS A MEAN TO ACHIEVE SUSTAINABLE TERRITORIAL DEVELOPMENT THE CASE OF REGIONAL SPATIAL PLANS IN PORTUGAL

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**ABSTRACT:** Along with the trend of concentration of people and activities by the coastline, Portugal has witnessed the transformation of vast areas in result of coastal tourism development. Deep problems specifically coming from tourism that affect coastal zones arise, such as higher pressure on the natural

resources, real estate investments associated with tourism and the need to management social facilities and infrastructures in respect for seasonal fluctuations. Tourism is though considered a vital activity to the economic and social development of regions. Challenges arise for spatial planning, namely concerning the definition of public policies focusing on both tourism and territorial sustainable development.

The main objective on this research is to evaluate how regional spatial planning can ensure guidelines and criteria to promote a sustainable and integrated development of tourism spaces, particularly resorts.

This research is thus motivated by the observation of certain evidences related to the significant expansion of resorts in coastal areas during the 2000s, until the effects of the financial crisis have slowed the level of investment felt so far. These tourist settlements were developed ex novo, with dimensions amounting to 100 hectares and located in rural land. They promote hotel services and an expressive real estate offer, dominated by low-density typologies, like villas and/or apartments with spacious interiors and private pool. Additionally, these settlements provide access to a signature amenity, typically golf courses and a vast range of recreation facilities.

Two main questions are to be highlighted and discussed. The first one regards the fundamental principles concerning the development of tourism spaces through spatial planning policies based on national and international references and seeks to understand the meaning of territorial integration by means of a literature review applied to coastal areas. The second issue focuses on the analysis of the regional plans that establish specific guidelines and standards for tourism spaces that must also be incorporated into the local plans, by looking at some evidence from case studies, located in the regions Oeste and Alentejo.

The results confirm that the guidelines of these plans favoured some win-win situations. The resorts of this period were developed with greater care in terms of landscaping, urban and environmental integration than older ones. However, we still find some gaps in the articulation with the urban and regional system in which they operate and inadequate answers to deal with the unconcluded resorts.

This work is expected to contribute to a deeper understanding on tourism spatial planning in Portugal. It is also expected that it might constitute a good starting point for a quantitative assessment of tourism spaces set on a system of indicators capable of measuring the effectiveness of the implementation of these plans in the development of future resorts.

## 732 | INDICATORS ROLE ON ASSESSING THE SUSTAINABILITY OF COASTAL TOURISM DESTINATIONS: INVESTIGATION OF THE EUROPEAN TOURISM TOOLKIT & NZ CASE STUDIES

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**ABSTRACT:** The increasing importance of the tourism activity in the European and international contexts requires researchers to investigate how sustainability of the tourism destinations are measured. To reach this aim, this paper investigates the existing indicators used to assess the sustainability of particularly the coastal tourism destinations in the European and NZ contexts.

Data were collected and analyzed using mixed method research approach through A) Case study visits and literature review to identify the tourism system characteristics and connecting them with theoretical tourism models such as Leiper's liner and Mckercher' s chaos models. The study recommends formulation of updated tourism strategies on the regional level connected with New Zealand tourism vision 2025, enhancement of community participation through using adaptive management approach, incorporating local iwi culture in tourism activities and increasing tourism job opportunities for local community members to achieve sustainable tourism outcomes.

## 1030 | TOURISM AS ECONOMIC RESOURCE FOR PROTECTING THE LANDSCAPE: INTRODUCING THE COMMUNITY CONSERVED AREAS MODEL IN ALBANIA

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**ABSTRACT:** The paper aims to investigate the relation between landscape and tourism, with a special focus on coastal protected areas of Albania. The relationship between tourism and landscape is bijective: there is no tourism without landscape attractive features and on the other side landscape needs economic resources to be conserved and protected. The survival of each component is strictly related to the other one.

Today, the Albanian protected areas appear as isolated islands, too far away from each other to build an efficient network and to avoid waste in terms of energy, economy and working force. This study wants to stress out the importance of cooperation in terms of common strategies and the necessity of introducing a touristic sustainable model in Albania that aims both to protect the natural environment and boost the local economy: the Community Conserved Areas. This typology of Protected Areas is based on local communities participation. According to the official definition, CCAs are natural or modified ecosystems, with significant biodiversity and related cultural value, conserved [...] by local communities. They firstly aim to protect biodiversity, but they also transform the local communities in the first economic beneficiaries, allowing them to access the natural resources. International organizations already showed their support of this innovative protection approach, as the WWF in the report Safety Net: Protected Areas and Poverty Reduction, published in 2008.

Comparing the protection system of the neighbor countries of the Adriatic-Ionian region and through a desk review on the best practices of protected areas that benefit from touristic activities, the study proposes the introduction of CCAs model in south Albania among the coastal area included between Vlore and Sarande - also known as Albanian Riviera.

In the last years, Albanian economy is quickly growing thanks also to short-terms touristic investments that often do not take care of natural ecosystem conservation. Through the presentation of a national case study, the paper tries to prove the possibility of applying this model in Albania with long-terms benefits both economic and environmentally speaking. In fact, the introduction of this model will impact positively the whole southern Albania territory, introducing a sustainable tourism network that aims to valorize the local heritage, to stop the coastal exploitation processes and reinforce the local communities awareness regarding their territories potentialities. The main output is the definition of future touristic development scenarios in Albania with the establishment of this new protected areas and the related introduction of touristic initiatives.

## 1097 | CREATIVE TOURISM PROJECTS AND TERRITORIAL SUSTAINABLE DEVELOPMENT: A PROPOSAL OF IMPACTS ASSESSMENT

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**ABSTRACT:** Impacts assessment of creative and touristic activities on territorial development has been frequently centred on traditional quantitative methodologies and is based mostly on the economic dimension of it. The multidimensional contributes of these projects for territorial development, considering the global outcomes in terms of economic, social, environmental, cultural and institutional benefits are often underestimated, not only due to a weak ideological and conceptual openness, but also for the methodological difficulties that are associated with this evaluation. Drawing upon a literature survey that the team has developed on the different territorial impacts that the implementation of initiatives linked to creative tourism can have in the capacity building and local animation, particularly within the context of small and medium-sized cities or rural areas, this paper aims to develop and test a theoretical and assessment framework for creative tourism impacts on cultural and creative dynamics in small cities and rural areas. The theoretical framework will be confronted with qualitative information collected in the Idea-labs, an activity developed under the project CREATOUR - Tourism Destination Development in Small Cities and Rural Areas, in order to support organizations to develop their creative tourism offers in four Portuguese regions.

**KEYWORDS:** Tourism; Territorial Development; Impacts Assessment; Creative Tourism; Creativity; Small Cities and Rural Areas.



# 1176 | AGRICULTURAL FULL CHAIN PERSPECTIVE'S APPROACH TOWARDS RURAL TOURISM DEVELOPMENT BY RE-BUILDING A BALANCED SYSTEM BETWEEN URBAN AND RURAL AREA

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**ABSTRACT:** An idea relationship between urban and rural area is in a balanced situation in which the rurality provide the food to the urban and cities is the biggest market of the food and produce other necessities for rural people. However, in the neo-liberal economic age, agriculture is relatively in low production efficiency and is easily influenced by the climate with poor resilient ability, is easy to be abandoned. In China, it will get worse especially in the north part where there are lots of mountains separating the lands into small pieces which has a great problem to be mechanized. To a sustainable goal, it is of vital importance and necessarily to excavate and extend the value of agriculture again, to achieve the balance between urban and rural areas.

Louzai village in Guangdong province of China may be a good case study to work on because its agriculture confronts with nature changes. Before, it is a typical Hakka agricultural village depending on the sugar oranges. Despite the low infrastructure level, people still can get used to living in the village by earning money from the local sugar orange industry. However, it encountered a sudden crisis of leaves disease which leads to a sharp decrease in the yield, contributing to the population decline in the villages for farmers had to go outside to find job opportunities.

Luckily, Louzai village is near the beauty spot which the government plan to develop it and entrepreneurs want to invest on it. It has the potential to get involve in the tourism. Taking the chance, Louzai village can realize recovery by the industry and spatial development with its own characteristics. On the one hand, agriculture should be considered in the full industry chain and connected with the secondary and tertiary industry to increase the value of the products, choosing the proper crops and plants to keep ecological balance and bring seasonal different landscape. On the other hand, the village's context is also valuable to take advantage of and should be reserved to serve as characteristics in the process of promoting the infrastructure for the locals and adding catering facilities for the tourists.

In conclusion, the balance of exchange between rural and urban areas is the key to bridging the gap between them. Considering in both industrial and spatial aspects to develop the local tourism will help reach this goal and realize the social equity.

## SLOT T13.S05 | ROOM V1.24 | LUCA BERTOLINI | UNIVERSITY OF AMSTERDAM

### 368 | IS THERE SUCH A THING AS GOOD ENOUGH ACCESSIBILITY?

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**ABSTRACT:** In the last decades awareness of the importance of mobility management has slowly, but steadily found its way into the public opinion and the political agenda. Managing mobility has been recognized as much more than an optimization exercise of the transport systems, leading many cities worldwide to develop ground-breaking initiatives in order to come to terms with the vicious cycle of urban sprawl, speed-based mobility solutions and hence an ever increasing car-dependency.

From a planning perspective, the concept of accessibility is increasingly being used as an alternative and/or complementary approach, changing the way we look at, analyse and measure the impact of policies targeting sustainable travel behaviour. The most basic contribution of the accessibility concept is the explicit consideration of the combined influence of land use and the transport system. In fact, good accessibility is always a trade-off between transport improvement and changes in geographical location of every-day activities. It highlights the often forgotten role of proximity as an alternative to the traditional role of increased speed in overcoming distances. Finally, it implies a new analysis perspective, focussed on real needs of people instead of the derived demand revealed by mobility indicators.

This adherence to real life and real needs in peoples every-day life is part of the reason why there has been an increased awareness and use of accessibility concepts in political rhetoric. However, the use of accessibility measures in planning practice on the European level shows a somewhat heterogeneous landscape. Except for a few countries, most notably the UK, there are very few examples of deliberate accessibility based planning. Among existing applications of the accessibility concept it is also possible to identify where accessibility has been used simply as a justification for one-sided transport solution approaches. For instance, accessibility measures have been used to justify motorway construction focussing the argument on the increased accessibility to employment brought about by such transport infrastructure.

Accessibility is still in the process of becoming an established alternative concept within planning policy and practice. This means that there are a number of issues that need to develop further before it can be efficiently implemented into the existing planning framework in regions and municipalities across Europe. Previous studies indicate that policy goals and targets are key to a successful implementation in planning practice. With this in mind, this paper aims to open up a discussion around the relationship between quantitative measures and perceived accessibility in every-day life. We will challenge traditional views by asking the question: how much accessibility is really needed? And in doing so open a discussion on the potential role of accessibility thresholds in planning practice.

This work is based on an open-ended questionnaire disseminated among researchers in the field of accessibility analysis and planning, collecting evidence of use of accessibility thresholds in local planning practice, as well as the potential benefits and risks of using or not using accessibility limits in planning practice. The questions were further developed and debated in an expert workshop with researchers in the field.

**KEYWORDS:** Accessibility; Accessibility thresholds; Planning practice

## 716 | PROMOTING THE ACCESSIBILITY APPROACH FOR SOCIALLY-AWARE TRANSPORT PLANNING: IDENTIFYING AND OVERCOMING INSTITUTIONAL BARRIERS

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**ABSTRACT:** The purpose of this paper is to inform the ‘accessibility approach’ to transport policy, planning, and investment by means of critically analysing its implementation barriers in professional circles and how to overcome them. Practices based on this approach are aimed at promoting equitable and effective ability-to-reach goals using, among other devices, analytical tools that measure, interpret, model and represent accessibility metrics in an explicit way. The concept of accessibility is indeed of primary importance when social issues are to be prioritised in strategic decision-making processes. The social benefits of the ‘accessibility approach’ are well-known and widely documented both in the technical and academic literature. However, in practice, traditional transport planning approaches strictly focused on mobility and value-for-money dominate. This paper documents the findings of a research project with two key goals. First, to identify the main barriers to the adoption of the accessibility approach in land use and transport planning practice. Second, to outline a comprehensive pathway to change this situation and make accessibility a much more central concept in the major decision-making circles. The conclusions are clear. It is necessary to focus less on technological issues such as what are the best instruments and decision-making tools to promote the accessibility approach. Conversely, there is a need to focus more on the institutional, organisational and cultural barriers to this approach. The major barriers are perceptions related to financial costs, pro-mobility established powers, mainstream economic science and appraisal tools, and the governance frameworks of contemporary universities and research organisations. Based on empirical work, a set of pro-accessibility measures is presented to help to address the above-mentioned barriers. The paper is structured as follows. Following an introduction, section 2 discusses the relevance of the research in view of the up to date literature on the theme of accessibility planning and its barriers. Section 3 provides a description of the methodology used. Section 4 identifies the barriers to the implementation of an accessibility approach in planning practice and section 5 discusses pathways to mainstream accessibility planning. Both sections 4 and 5 are based on the empirical work explained in section 3. Concluding remarks are drawn in section 6.

## 858 | CAN INTEGRATED SUPPLY AND USAGE OF PUBLIC TRANSPORT AND CYCLING IN METROPOLITAN AREAS COMPETE WITH THE CAR IN TERMS OF ACCESSIBILITY PERFORMANCE?

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**ABSTRACT:** In recent years, the combination of public transport and non-motorised modes to enable user-friendly trip chains in urban areas has received increasing attention by policy makers interested in reducing the use of the private car in cities. Improvements to walkability and cycling infrastructure in train station catchments, the creation and expansion of safe and convenient bicycle parking at public transport hubs, the provision to carry bicycles on board public transport vehicles, and the emergence of public bike sharing schemes in many cities bear testimony to such efforts. In the Netherlands, a significant share of rail passengers reach their origin and/or destination station by bicycle and thus expand the effective reach of the rail system beyond the walkable catchments of stations.

These developments benefit both public transport and non-motorised modes in the travel market and enhance their combined competitiveness with the car. This paper will use and expand on the metrics of the Spatial Network Analysis for Multimodal Urban Transport Systems (SNAMUTS) tool to quantify this effect: What potential is there for more seamless journey paths involving cycling and public transport components to make inroads into segments of the urban transport market that are currently dominated by the car? Examples from the Dutch Randstad, Helsinki and Melbourne will investigate this question against a backdrop of various settlement sizes and structures, and different spatial configurations of public transport networks.

In conclusion, some generalised reflections will be made on the efficacy and suitability of policies to enhance the synergy of public transport and cycling in different spatial contexts, and on how this relationship is likely to evolve once other intermediate modes such as e-bikes or shared autonomous vehicles enter the mix in the future.

## 904 | IMPROVING INDIVIDUAL PARTICIPATION AND COMMUNITY-BASED DECISION MAKING THROUGH THE TUM ACCESSIBILITY ATLAS

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**ABSTRACT:** Participation is an integral part of planning processes. New technologies (internet platforms like Facebook, Google Maps, open-source mapping etc.) have caused numerous new opportunities to pop up that enable public participation. However, these technologies must be integrated in a sound process which can be moderated, and also steered if needed. Citizens should be able to comment and give their personal opinions and perspective on plans for new infrastructure. Yet the great challenge in planning is to create and agree on a common perspective during the decision-making process. The current threats posed by fake news and social bots posting fake comments can also poison the planning process by misinforming and misleading citizens. Therefore, it is crucial to provide clarity by giving the public accurate information and insights in the appropriate level of detail. Furthermore, many see a strong need to increase active citizen participation in sound transportation planning. These challenges, threats, and needs reveal that the methods for engaging the public in the planning process are outdated, and must be updated to take advantage of today's internet-enabled possibilities.

Therefore, planning instruments must focus more on those who are suffering under certain conditions while striving for spaces, places and regions of dignity. In this respect, topics like barrier-free accessibility for handicapped, mobility costs for poor households, and proximity for the elderly should be addressed by these instruments. In an ideal world, these instruments can be operated by their target group. However this is often difficult due to their complexity and frequent lack of user-friendly design. In this case, these planning processes have to be guided by the instruments' developers, or experts that are trained to use them.

With this in mind, the TUM Accessibility Atlas was developed in 2009 at the Technical University of Munich's Chair of Urban Structure and Transport Planning. Accessibility was found to be a very suitable concept to bring together different stakeholders and address a wide variety of topics that are relevant in daily decisions. Accessibility integrates transport and land-use planning, while also taking into account temporal (PT time tables, closing hours of shops etc.) and individual (monetary capabilities, handicapped etc.) factors. During numerous projects, the TUM Accessibility Atlas has been continually enhanced with new data sets that were needed to assess relevant issues (e.g. increasing housing and mobility costs, walkability, accessing amenities, low carbon mobility options etc.) within the region of Munich. In workshops using this new instrument, stakeholders were stimulated by interdisciplinary discussions based on maps to propose new measures and strategies. The ability to dynamically evaluate the proposed measures during a workshop greatly improves the decision-making process.

The TUM Accessibility Atlas aims to enable public participation by giving the target group a suitable tool to tackle the issue at hand. The usability of the instrument is therefore a crucial factor to improve individual participation and transform individual perspectives and concerns into common objectives for sustainable mobility. Places of dignity can be commonly created by providing appropriate instruments and embedding these in a sound planning process.

**SLOT T14.S01 | ROOM V1.26 | DAVID LUDLOW | UWE**

## **196 | INNOVATION DISTRICTS AND URBAN PLANNING: FOSTERING THE PLANNING DIMENSION IN KNOWLEDGE- BASED URBAN DEVELOPMENT STRATEGIES**

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**ABSTRACT:** The rhetoric of innovation and territory within urban planning communities in the late 1990s has fostered the redeployment of productive activities in central urban districts and supported the emergence of scientific, technological, and cultural producers. Innovation districts, the by-products of such movements across Europe and North America, have come to fruition through the support of Creative Class theory and Smart City policies.

While this shift has often been analysed from economic geography and innovation geography perspectives, this paper argues that the study of innovation districts is inseparable from urban planning processes. This is because innovation districts are led by different stakeholders and processes, generating at least three distinct patterns: induced clusters, New Economy precincts and cultural quarters and spontaneous clusters.

Facing changes in spatial mobility, the localization of economic activities, resident population, requests for new facilities and amenities, issues of energy efficiency, urban planning should play a main role in developing innovation districts and in mitigating negative social consequences. Urban planning seems to play different roles depending on the type of innovation district processes and stakeholders that are invested in development. These different roles are significant because they have an impact on social acceptance and economic development.

The aim of this paper was to build a framework to analyze innovative district planning processes that reflect the broadening use of stakeholder's action mechanisms in urban planning. By examining these strategies, we hope to establish a contextualized analysis of public action from an urbanistic point of view. This framework emphasizes an exploratory approach build from a few European (Brussels, Lille) and North-American cities (Montreal, Toronto, Vancouver, Canada; and Chicago, Seattle and Portland (USA). The methodology is based on planning documentation review and fieldwork (non-participant observation and photography).

Our findings revealed that urban planning processes were related to innovation districts processes in three ways. First, urban planning appears to play an inducing role in creating total design masterplans, in acquiring land, modifying land-uses, and generating urban improvement. Second, urban planning plays an accompanying role in adapting urban conditions to private initiatives of innovation district stakeholders, based on overall land use policies. Last, urban planning plays an integrative role enhancing collaborative and participatory approaches between innovation district stakeholders and the local community. Depending on which role urban planning plays (inducing, accompanying or integrating innovation districts), urban development tends to be more socially inclusive, attract and retain enterprises and residents, and enhance public transportation and the built environment.

We argue that policies of Smart City applied in European and North-American cities have to incorporate urban planning precepts in order to deal with risks of developing innovation districts, which may generate rent gaps and gentrification processes. These changes on the built environment and public space may translate into negative consequences for models of sustainable urban development, which we consider preventable if urban planning precepts are incorporated into the planning of similar districts in the future.

## 532 | A THEORY OF TECHNOLOGICAL CITIES

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**ABSTRACT:** Now is the time to plan the future. This work sets the theory of technological cities, the paper presents a definition of technological cities, also explain how technological cities function and what it takes to one city have in order to qualify as a technological city. Technology in the world progressing very quickly, so quickly that urban planning can not completely keep track of, but the cities gradually implementing various technological innovations. The technological city represents the sustainable functioning population and the nature in the area, which are connected with modern technology into one entity. Modern cities are faced with the problem of sustainability, cities are required an extremely high demand for energy, the environment is more polluted, traffic is denser, cities themselves prevent and stop the development. It is therefore of great importance for the future of cities to be prepared, a key role is played precisely by urban planners. Humanity over the next 100 years are expected an era of technology and energy, and we as planners we have to be ready to prepare our cities through technological and energy development. As we approach 2020, each segment of development has an unbreakable bond with technology. The technology we use for obtaining large amounts of energy from renewable energy sources, then the technology is used for monitoring environmental pollution, infrastructure development, transport, construction of modern facilities, obtaining all types of analysis, such as demographic, economic and social data etc. A technological city characterized by 1. A large number of technological innovations. 2. High population density. 3. Modern infrastructure. 4. Metro or light railway system of high bandwidth. 5. Special places on the edge of the city, which will serve to collect energy from renewable energy sources, such as MEC - Milan Energy Collector. 6. Extremely high modern buildings, which will be more energy efficient, and in future will be covered entirely by windows with solar panels. 7. Digital systems to monitor all types of changes in cities: demographic, social, economic, pollution of air, water, and land, etc.. 8. A large percentage of investments from the budget of the City in the development of new technologies. 9. Transparency between the City, experts and the population with a high percentage of citizen involvement in solving problems. 10. Flawlessly land use planning, land that will be a highly valuable resource in the future. The paper points to perhaps the biggest problem that cities will meet in the future, and that is the lack of energy. In order to a technological city functioning well every day, it is necessary to have an extraordinary large system for collecting energy. This paper first time very briefly introduced the concept MEC - Milan Energy Collector, which is currently in the process of development. In the future, if this author ambitious project work, will provide cities around the world to be supplied with energy through the MEC collector. The collector that will collect the sun's energy, will greatly promote the development of cities, which operates by copyright revolution multiplication of solar energy. The paper includes the analysis of the technological innovations that are currently implemented in the systems of developed cities, such as solar roads in France, cars with autopilot, as well as technological innovation, which should be used in the near and distant future (2020-2100).

## 566 | URBAN REINASSANCE AND THE NEW ECONOMIC CHALLENGES. CO-WORKING AND CO-PLANNING THE CITY OF ROME

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**ABSTRACT:** The last decade has seen the emergence of a new urban economy. The main characters in this story are Makers or the new digital artisans, star-ups and shared service accommodations. Under the economic point of view this has been identified as a new industrial revolution, characterized by: cross-sectorial knowledge and higher customization opportunities; international linkages and local support; low initial capitals and high risks. The diversity offered by inner city locations stands as a positive externality for innovation. However, the implications of this shift on the planning side are still poorly addressed by the contemporary literature. Drawing upon a study led in Rome, this paper argues that cities experiencing downturns or exposed to political and economic struggles are more likely to facilitate those creative processes.



This because in a lack of structural planning measures, face-to-face contacts are crucial for the birth of new activities. In a fragmented and complex geography like the city of Rome, the global professional networks and the local ties with the related institutions tend to converge in intermediate places such as co-working spaces (CWS). Given the disorienting urban environment, CWS stand as more than just affordable solutions for free-lances and low initial capital businesses. Other than triggering a whole new debate around the evolution of working spaces, they play a central role in the explanation of the recent economic, urban and social transformations that most part of the developed countries are experiencing.

In Rome, there are currently no planning regulations for the development of those spaces and the related neighbourhoods. The existing literature celebrates this self-organizing approach as the only way to activate innovative processes. However, the real estate market trends, the availability of empty premises and the accessibility of infrastructures and amenities, as well as the urban history of the various neighbourhoods all influence the clustering of those activities in certain part of the city rather than others. Other main components are the EU regulations that triggered these major changes. The distribution of innovative activities and events is therefore the result of a complex mix of top-down and bottom-up processes that will be analysed throughout the paper.

Once the process of innovation is in place, the planning system should help the development and the regeneration of those urban areas. The study questions the crucial role of institutions to trigger a wider economic growth even this could imply gentrification processes and whether the former could be positive in the context of disadvantaged cities. Thus, more in general this paper explores the where and how of the future dynamics of urbanization for cities in search of a new economic dedication such as Rome or even Detroit. This leaves the open question of how lagging cities could re-organize their planning system around these new economic sources.

## 985 | ESPRESSO: A ROADMAP IN MEASURING THE PERFORMANCE OF SMART AND SUSTAINABLE CITIES AND COMMUNITIES

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**ABSTRACT:** Smart and sustainable development represents one of the main societal challenges of today, aiming to improve economic, social and environmental standards, addressing public issues via ICT-based solutions and multi-stakeholder, municipally-based partnerships (Mapping Smart Cities in the EU. European Parliament study 2014. At the same time, contemporary cities are changing: new technologies are embedded into the public realm, a plethora of intelligent objects and sensors (Internet of Things, IoT) in constant motion and interaction, as their citizens who are continuously online with their mobile devices seek new experiences and receive new services blending the physical and virtual city. These phenomena, together with crowdsourcing and open data generated by communities (Internet of people, IoP) are changing the roles of government and community. Through participatory planning and community-led actions, citizens are starting to influence city development strategies. In this sense, we can speak of Internet of Places, as a synergic and dynamic combination of the IoT and the IoP, which is providing us with new issues, but also new opportunities for developing groundbreaking models for Smart and Sustainable Cities and Communities.

But what does it really meant to be smart and sustainable? Can we see, on the ladder of city evolution, where the highest potential lies?

The Horizon 2020 ESPRESSO Project (systEmic standardisation apProach to Empower Smart cities and cOmunities) tackles these issues through the development of a conceptual Smart City Information Framework based on open standards. The paper aims at presenting the challenges of developing an instrument to benchmark and evaluate key performance indicators of cities (KPIs) with respect to smartness and sustainability, and to present research on Smart Sustainable Cities KPI conducted through ESPRESSO, which focuses on the development of a conceptual Smart City Information Framework based on open standards. Research started with a broad analysis, mapping existing standards and indicators. The paper describes the methodology employed for the creation of the indicator database, hierarchization and categories, as well as criteria developed for selecting the indicators.

Furthermore, the paper will also introduce the principles of the Smart City indicator platform, which is on-line tool enabling cities and stakeholders not only to measure performance in different sectorial systems of Smart Sustainable Cities, but also help them to think about smart development in a comprehensive way,

stressing the role of community led processes as well as strengthening sustainability and resilience of the territory. From the planning perspective, the platform can be a tool for promoting integrated urban approaches, supporting development of integrated strategies and policies on sustainable urban regeneration and smart development. This tool could be especially important to the cities and towns which are less matured in the process of measuring performance, but which are still implementing or would like to implement strategies and solutions leading to smart, sustainable development. It is vital to stress importance of make process participatory and include the end users – cities and communities. as standards and indicators need to be USED to be useful. The paper will also address the question what further steps should be taken to the implement this tool.

## 1116 | LEARNING TO INNOVATE: ASSESSING THE INNOVATION CAPABILITIES IN CITIES

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**ABSTRACT:** The objective of this article is to provide a conceptual and methodological basis for empirical analyses of the role of technological capability building in generating innovation in urban services in cities. Although much has been written on the importance of innovation to deliver sustainable smart cities, there is a scarce attention to develop a coherent framework to assess innovation in cities and its learning mechanisms. Most of the literature examines innovation in the context of companies or individuals, which have the utility (profit) maximizing component as the driver. But what are the innovation drivers in cities? How do they learn to innovate?

On the one hand, there is an emerging literature about innovation and learning at the urban context in certain services such as transport. However, even though those studies shed light on how cities are innovating, they neither define innovation as rigorously as the literature on innovation studies nor examine empirically the mechanism of how cities build their technological capabilities to deliver such innovative activities. Recently, there is a growing literature on technological transitions with some work on cities. They present interesting conceptual frameworks and descriptive cases, but do not advance on how to create the capabilities to make the transition. Thus, a general problem with existing studies of innovation at the level of cities is that they assume that capabilities for innovation already exist. This is because most of the studies focus on cities in advanced economies. In most cases, particularly in the context of developing and emerging economies, capabilities have to be built up in the first place.

The paper begins by emphasizing the growing concern with innovation and inclusive sustainable growth at the level of cities. The paper addresses the importance of building technological capability – as a stock of resources that permit cities to achieve innovation and inclusive sustainable development. The paper presents the conceptual and methodological basis for assessing the level of technological capability building, involving both its technical and organizational basis, at the level of cities. Then the paper addresses the learning mechanisms and drivers that influence the building of innovative technological capabilities at the level of cities. Finally, the research tests the construct and methodology developed in the case of technological changes in the bus system in the city of Rio de Janeiro in Brazil and Yogyakarta in Indonesia.

## SLOT T15.S05 | ROOM V1.25 | ANA MORAIS DE SÁ | IST- ULISBOA

### 375 | THE SHIFTING SANDS OF PLANNING LEGISLATION IN ISRAEL

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**ABSTRACT:** Planning legislation in Israel is in flux. As part of the neo-liberalization of Israel's economy and society there have been increasing attempts to scale back regulations in various fields. Israel's highly centralized regulatory planning system has been the focal point of attacks by a growth coalition. These attacks should be seen as part of an ongoing struggle over both land and planning policies among four coalitions: an economic coalition, a Zionist settlement coalition, and loosely aligned welfare and post-Zionist coalition and a planning-environment coalition. In the paper the composition of these coalitions will be spelled out.

In the first decade of this century the planning-environmental coalition in liaison with the welfare coalition succeeded in changing the Israeli land policies and advancing the planning doctrine formulated in the Nineties of the 20th century. However, with the new government formed in 2009 a land reform was advanced and approved, allowing for greater privatization of land. This was followed by a proposal for a new Planning and Building Law. This proposal, heavily criticized as too complex and cumbersome by planners, was revoked. However, many of its elements have since been ratified in an incremental manner. Additionally, the regulatory planning system was whittled away by a series of steps, that changed the power structure within it. The most significant of these was the transfer of both the Planning Administration and the Israel Land Authority to the Treasury, thereby giving the economic coalition full control over both the planning and land policy domains. This shift was justified as essential to address the rising housing prices in Israel, which resulted from the reduction in interest rates following the 2008 world crisis. To this end a new national-level planning committee was formed that can advance large-scale residential development above local and district planning bodies, thereby giving additional power to the central government. The purpose of this paper is to assess the implications of these shifts in planning and land policies and legislation for the planning practice, and the power of planners to affect the production of space in Israel. In this assessment both the power of planners vis-à-vis elected officials and of local jurisdictions vis-à-vis the central government are analyzed.

This analysis shows that while the rhetoric around the changes in legislation emphasized decentralization, the changes in legislation actually gave greater power to the central government and to elected officials. However, a strong planning ethos led to practices that allow for greater public involvement and better coordination than is stipulated in the new legislation.

### 671 | HOW THE DISTRIBUTION OF RIGHTS AND LIABILITIES IN RELATION TO VALUE CAPTURE AND COMPENSATION LINKS WITH PLANNING AND THE NATURE OF PROPERTY RIGHTS

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**ABSTRACT:** Many Polish cities are faced with a dilemma: to enact their local land-use plans and be exposed to the immediate financial consequences of their adoption, or to protect their budgets against these costs and give up control of the development of the cities. There are very broad compensation rights for value decline due to planning regulations and for areas designated in plans for public roads. At the same time, current planning system policies and instruments in Poland largely neglect how the costs of providing urban infrastructure and services are socialized and how the benefits of development processes are privatized. The use of value capture instruments is very limited. This paper discusses the distribution of rights and liabilities in relation to the two main sides of the property-values effect caused by land-use

planning regulations and public works in Poland, in the background of the new planning system and property rights approach adopted in the country.

## 816 | THE ANTAGONISTIC INTERESTS BETWEEN PUBLIC URBAN SPACES AND LAND PROPERTY RIGHTS. A COMPARATIVE APPROACH IN LEGAL FRAMEWORKS, PLANNING TOOLS, AND POLIC

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**ABSTRACT:** Urban public spaces are a major factor for the upgrading of the quality of urban and natural environment, and a basic ingredient of urban sustainability. The adequacy of provision and function of these spaces has always been an issue of prime importance for planners and policy makers, and in turn, the variety of related approaches is indicative of the equivalent urban conditions, the plenitude or lack of existing urban public spaces, and the planning and legal traditions of the equivalent countries. Furthermore, the most well known evils of malfunctioning of some of the above approaches are the complexity of implementation processes, and the bureaucratic burdens of the administrative procedures.

An issue of high interest in the topic of acquisition and management of public space, is the antagonistic relations between public space in the form of commons, and the private property in land. Having gone through a variety of national contexts and political eras, variations in these relations range from extreme protection of land property rights, to the absolute and constitutionally guaranteed precedence of public good to private interests. Taking in account that the legal tools introduced by each country are founded in different legislative systems and stem from different legal traditions, the means of acquiring public space from private land properties also present significant variations.

Recently, the process of E.U. member states towards Europeanization, and harmonization of legislations and policies, brought forward the quest for well balanced and flexible legal and planning tools to deal with the antagonism between public urban spaces and land property rights in Europe. In the proposed presentation, a comparative analysis is attempted concerning the related legal and institutional framework of planning tools in five European countries: U.K., Germany, France, Sweden, and Greece. Points of divergence and convergence are pinpointed, and the different means of protection and reimbursement of private properties in these national contexts are described. Finally, an assessment of related policies and implementations is proposed, based on common indicators at a European level. The comparative approach of examination of different national and/or local legislations concerning urban public spaces and private land property rights could enrich and contribute to the formulation of new, flexible planning policies and legal tools, with broader and improved implementations at a European level.

**KEYWORDS:** public urban space, property rights, expropriation, land acquisition.

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## 1202 | VALUE CAPTURE, LAND-USE POLICIES AND MUNICIPAL FINANCING: THREE POLES OF THE SAME TRIANGLE?

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**ABSTRACT:** The evolution of demographic, political and economic contexts of Portugal has undergone through significant changes over the past decades. More recently, the financial and economic crises that

hit the country at the end of the first decade of the 2000s has made clear, in an unprecedented way, that the context of growth-dependent municipal financing was no longer sustainable.

As urban sprawl decays, some relevant municipal revenues have been decreasing. In this way, in the short and medium term municipal governments will struggle with the provision and maintenance of public facilities and infrastructures to meet the increasing and demanding needs of urban populations.

Within this background, there seems to be a general growing interest in new (or renewed) revenue sources, including capturing land value increments created by public investment in public infrastructure and facilities or changes in land-use regulations. In Portugal, however, although the idea of value capture is generally well accepted, there have been significant problems with its efficient and effective implementation.

Public value capturing, though, goes beyond the fiscal revenues and municipal financing issue. It also relates to land-use policies efficiency and effectiveness. When urban development is mainly controlled by the private sector, as it is the case in Portugal, managing urban land requires this type of instruments to act as efficient and effective land-use tools and not merely as a source of revenues. Namely, value capture helps to prevent some market fails, as speculative and hoarding behaviours with urban land that divert it of its social function.

The problem of value capture is, therefore, of significant relevance to address the tight and critical interactions between land-use policies and municipal financing. A high level of integration of these three poles of the same triangle (value capture, land-use policies and municipal financing) enables local governments to efficiently regulate the land market without getting involved in landownership, while promoting a more equitable and sustainable redistribution of the benefits and costs of the urban development process. However, the big question is: how the outcomes of land-use changes will be distributed between individuals, between them and the community, and finally, between present and future generations. As Alterman puts it [2010, p.3], laws for regulating land-use policies share the same universal dilemma: How to deal with the shifts in land values inevitably caused by land use regulation?.

A wide range of approaches to value capture have been used worldwide [4]. In this paper we will analyze land and property taxation in Portugal both as value capture mechanisms and as land-use policies tools. Particular emphasis will be placed on the so-called Municipal Property Tax (IMI). Namely, we will challenge the main assumptions on which this tax is built, in the light of the most relevant arguments in favour of this type of property taxes: (i) correspondence between expenditure benefits and tax burden; (ii) the benefit principle (iii) revenue stability; and (iv) land and property valuation methods. Based on the international practice and theory, some of the main problems will be outlined and systematised, and opportunities for action and changes that are necessary to be introduced in the legal framework and practice, will be pointed out.

## 1255 | TRANSIT ORIENTED DEVELOPMENT LAND POLICY FOR TRANSIT FUNDING IN TIMES OF AUSTERITY - THE CASES OF ROME AND TURIN

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**ABSTRACT:** The Transit Oriented Development (TOD) concept entails a tight land use and public transport integration and it is considered a powerful policy to produce a more sustainable urban form. Indeed, TOD has been generally defined as a compact, mixed-use community, centred around a transit station that, by design, invites residents, workers, and shoppers to drive their cars less and ride mass transit more (Bernick and Cervero, 1997). However, the funding of the basic component of this policy, usually a rail based public transport infrastructure, is often out of reach for shrinking public budgets. This is in contrast with the value created, in terms of land value, by the process of property development intensification around stations that this policy involves. Different families of macro, direct and indirect land policy mechanisms to recapture this value already exist (Alterman 2012) and they are considered promising (Suzuki et al 2015), however, they present important governance capability challenges and they are usually able to recapture only a small portion of the transport infrastructure cost, unless extensive public land ownership is involved. Indeed, in the case of private land ownership, the direct value capture tools are more often used, mostly leveraging on the increased accessibility given by the new transport infrastructure (Medda 2012). By contrast, development based approaches which could use land readjustment or indirect value capture tools are less commonly used and studied. Still, a TOD key feature

is that thanks to transit accessibility and capacity the negative relation density/congestion is broken and a significantly higher density is sustainable resulting in the creation of additional development rights. The main hypothesis here is that if development rights are created by land-use regulation decisions thanks to the accessibility and capacity given by a new transit infrastructure, it could be possible to establish a strong rationale on the recapturing a significant part of their value.

This paper, part of a doctoral research, aims to clarify the process of (land) value creation in this context of joint land use and transport planning, challenging the rationale of the current value capture mechanisms. To achieve this, an integrated theoretical framework, which includes land use and transport integration one hand, and land theory and land policy on the other, has been used.

This paper present the cases of Rome and Turin, where the scarcity of financial resources at both national and local level, forced to experiment innovative development-based value capture approaches in the attempt to partially fund a new metro line. Using qualitative and quantitative analytical tools, the research studied, in the context of the Italian (prescriptive) planning and legal framework, how planning decisions making and land policy applied in TOD areas has been used in order to fund public transport infrastructure, if the process was effective and how can be improved.

The research results highlighted the extreme complexity of these integrated policies, which require exceptional governance capability for a long period of time, while the projects are exposed to market fluctuations and political instability, and that the Italian land policy framework is still not supportive enough for this kind of strategies.



## SLOT T16.S01 | ROOM GA1 | MENDEL | UNIVERSITY OF AMSTERDAM

### 271 | PLAYING OUR WAY TO THE ENERGY TRANSITION: A SERIOUS GAME FOR GRONINGEN, THE NETHERLANDS

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**ABSTRACT:** The Energy Transition is a long term, structural policy change to support energy efficiency, use of renewable energy and the reduction of dependency on fossil energy. A significant share of the energy transition depends on individual contributions towards energy saving and the decentralized, small-scale production of green energy. A variety of stakeholders and other members of civil society are involved in this transition, including a diverse spectrum of citizen initiatives (Arentsen and Bellekom, 2014; Boon, 2012) comprising groups of homeowners interested in upgrading their houses' energy performance, citizen groups using sustainability as a pretext for livability and social interaction, entrepreneurial efforts based on new technological developments and others. It is thus important to apply and examine novel methods and tools of citizen engagement to encourage and support the understanding of the energy transition and the participation in citizen initiatives that facilitate it.

Serious games have been used in various contexts to motivate participation and promote the understanding of complex issues, for planning and policy making (Mayer, 2009; Poplin, 2012), including energy literacy and raising awareness on the energy transition. Serious games are expected to be entertaining and motivating (Boyle, et al., 2012) and as learning technologies they are expected to appropriate knowledge, educate target audiences, support capacity building, and provide feedback loops to in-game decision making. Civic learning takes place when learning processes also cover public matters and 'civic actions are transferred to learning experiences' (Gordon and Baldwin-Philippi, 2014). Understanding complex matters, such as the energy transition, demands a consolidation of learning, amalgamating processes of single loop to more complex triple loop and inquisitive modes of learning (Lozano, 2014).

In this article, we report the initial results from play-testing the serious game 'Energy Safari'. It is a multiplayer, co-located, learning game embedded in the Province of Groningen. The goal of Energy Safari is to make players familiar with the overall policy vision for the Energy Transition in the province of Groningen by encouraging civic learning, and to provide them with ideas on the variety of potential projects that can contribute to this transition, thus to stimulate collective efficacy. Evaluation and testing of the game follows a mixed methods approach that combines a standardized questionnaire and a qualitative survey, based on participatory observation during the gameplay and a debriefing/focus group discussion after each of the 18 play-testing sessions.

Play-testing Energy Safari confirms the activating and learning potential of the game that allows an entry point in civic, participatory processes. While single loop learning is facilitated via quiz questions, experiential and inquisitive learning mainly takes place during the debriefing, where game experience and real world are linked and contextualised. While the gameplay itself is entertaining, activating and engaging, the debriefing facilitates reflection on collective and individual behaviour, strategies, practices and values. Thus, our research confirms (i.e. Crookall, 2010) that for facilitating serious games, debriefing is a core activity of the gameplay.

**Acknowledgement:** The paper is embedded in the research project Playing with Urban Complexity funded by JPI Urban Europe.

## 327 | UNRAVELLING THE SPATIALITY OF FLANDERS' ENERGY METABOLISM – A TYPOLOGY OF EMERGING ENERGY PRACTICES

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**ABSTRACT:** This paper unravels the spatial dimensions of sustainably transforming the energy metabolism of the Flemish region. It combines insights from energy-conscious design strategies and urban metabolism (UM) studies to develop a typology of ongoing energy projects in Flanders.

UM studies traditionally focus on the quantification of in- and outgoing material- and energy flows for an urban region. However promising, this approach has had limited applications in planning and design. Often, UM studies remain 'black boxes' of data aggregated on city level, where flows appear abstract and decoupled from their spatial structure (Kennedy et.al. 2011, Castàn Broto et.al. 2012). The spatial perspective of this paper on energy flows and infrastructures complements these quantitative approaches, and contributes to an operationalization of UM for planning and design. Urban design on the other hand, is embedded in a tradition that understands technical infrastructure design as a means to reshape cities and territories (Picon 1992). Since Haussmann's transformation of Paris, the role of infrastructure in urbanism can't be underestimated. This view has led to new urban models (the boulevard typology, the linear city), and created new landscapes and types of public space (Shannon and Smets 2010). In addition, critical urban design studies (Marvin & Graham 2001) have pointed out possible exclusionary effects of new infrastructures. Reflecting this reading of territory, the Flemish condition of dispersed urbanization has been understood as the result of a complex co-evolution between infrastructure and urban development (Ryckewaert 2011, Van Acker 2014, Dehaene 2015). Energy flows and infrastructures have thus become embedded in a dispersed spatial pattern (Bruggeman 2016) and are tied to long-standing living practices with a prevalence of detached housing, home-ownership and commuting (De Decker 2011, Bervoets & Heynen 2013). This spatial condition is increasingly considered to be fundamentally unsustainable but has proved to be very inert. Meanwhile, spatial design disciplines have discovered UM as a powerful metaphor. 'Designing with flows' gains attention as a systemic approach to rethink cities in sustainable ways, eg. in metabolism studies for Antwerp and Brussels. Strategies for energy-conscious planning have been developed (Van den Dobbelsteen et.al. 2012, Sijmons 2014, Stremke 2015), and applied in design explorations for the Flemish energy landscape (Energieelandschappen 2015). But as energy systems are a new field for urbanists, these reflections need further development. They haven't yet fully captured the relation between the spatial logics of emerging energy systems and their impact on the structure of territories, cities, public spaces, built typologies or urban morphologies. Genuinely new urban models haven't been developed yet, as happened in other aspects of sustainable urban transitions, such as the Ecopolis model (ecological perspective) or TOD (mobility). Moreover, these design investigations have yet to be adopted in local energy transition practices.

The typology of emerging spatial strategies developed in this paper, aims to start bridging the gap between practice and design research. It specifically investigates whether energy projects critically question incumbent spatial development practices, identifies gaps in planning approaches and explores how design can increase the spatially (re-)structuring capacity of energy projects.

## 345 | VISUAL INTERACTIVE SUPPORT FOR CROSS-DOMAIN SIMULATION AND NEW INFORMATION FLOWS IN EARLY STAGE PLANNING PROCESSES

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**ABSTRACT:** For the development of urban areas within existing urban systems, which concentrate on sustainable ways of energy supply and therefore essential cooperative planning processes, interactive software systems holding digital city models can enable visual driven support. The offered visual support can constitute a communication basis for the interdisciplinary actors within these complex planning processes. In an interdisciplinary research project we developed a visual planning and decision support

system, the 'URBEM-Visualization'. This system allows to geographically pinpoint information of urban systems multi-scalar and handles cross-domain information of different calculation scenarios regarding energy and mobility.

Based on a development area in Vienna, located at the train station Wien Westbahnhof, which offers high potentials for a sustainable agglomeration and the use of built grid infrastructures, we evolved a planning test run. Within this test run we design new housing developments and evaluate different possibilities for the electrical and thermal energy supply for them.

Based on this planning test run, the paper exposes how visual interactive decision support strengthens the cooperation of the interdisciplinary planning team and how this interdisciplinary consolidation facilitates a rethinking process, changing historical driven top-down planning processes. We show how visual output of simulation data regarding energy supply networks allows the design of new loops of information flows and how this can supply decision makers in early stage planning processes.

Furthermore the paper presents a visual web based planning tool. Based on the planning test run it allows to depict new access to complex planning problems by offering new use adapted views for the involved stakeholders in a planning and decision process. New adjusted views provide a better understanding of interdisciplinary connections and enable the finding of comprehensive domain Hubs. These hubs boost more and more importance to gain sustainable strategies of land use and to combine cross-domain possibilities for energy and mobility subsystems as structures for an urban overall system.

## 479 | URBAN METABOLISM AND PLANNING: EXISTING GAPS AND FUTURE RESEARCH

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**ABSTRACT:** Over the last decades, the concept of urban metabolism (UM) has become an effective tool to evaluate the flows of energy and materials within an urban system and to assess, by these means, the 'degree of a system's sustainability'. Following Wolman's seminal work on the metabolism of a hypothetical American city in 1965, methodological approaches to UM have evolved from models of linear to cyclic processes and then to network models. However, practical methods of analysis of the UM of urban systems still need to be developed. From a planning perspective, some of the main challenges that remain to be addressed include the development of operational and spatially explicit methodological approaches to UM, in addition to the application of such approaches to assess the metabolic impact of planning policies.

Bearing in mind these limitations, the research project MIA (Metabolic Impact Assessment: from concept to practice), of which the work reported here is a part of, focuses on furthering the concept of Metabolic Impact Assessment (MIA), which was first introduced within the framework of the FP7-funded project SUME – Sustainable Urban Metabolism for Europe. More specifically, the project aims, among other things, to overcome the methodological complexity of the UM approach embedded in MIA to assess the overall impact of urban plans, major urban development projects or urban policy documents on the metabolic performance of an urban system.

Under the framework of the project MIA, and taking into account the project's ambitious goal to develop a truly operational and readily applicable UM methodological approach, the present paper grants a critical appraisal of the recent literature on UM. The paper looks at the topic of UM from three different angles – over time, across disciplinary perspectives, and across methodological approaches. The expected outcomes of the literature review are: i) to identify gaps that remain to be filled in the planning research; ii) to advance the understanding of the complex nature of UM from a planning standpoint; and iii) to propose possible pathways for developing an operational and spatially explicit UM approach to urban systems.

## 1044 | URBAN METABOLISM AND WATER-ENERGY-FOOD NEXUS, NEW CHALLENGES FOR SPATIAL PLANNING.

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**ABSTRACT:** Resource scarcity is a major issue on a global scale. Availability of natural resources is threatened by a variety of factors such as population growth and an emerging middle class, which entails changing in lifestyles and patterns of consumption. Furthermore, climate change is a determining factor in resource availability, affecting different geographical areas unequally. Given the situation, there is a need for new approaches to resource management in order to change the business as usual model and find sustainable and innovative solutions. In this paper, we focus on two approaches for sustainable resource management that have received increasing attention: urban metabolism and water-energy-food nexus. Urban metabolism focuses on the analysis of flows of energy and materials entering and leaving cities while water-energy-food nexus deals with synergies and trade-offs between resource flows (mainly water, energy and food), which might turn into opportunities or threats depending on how they are addressed. While the first approach has a strong link with cities, the water-energy-food nexus has lacked any urban dimension so far. We argue that urban metabolism and water-energy-food nexus are closely connected concepts that can obtain mutual benefits. Although both approaches have great potential to produce information and data, a further effort must be made in order to have tangible changes in how cities are organized. In this sense, urban planning should take the lead in reshaping our cities in a more sustainable form, including new approaches of resource management among its principles. Despite the negative impact that cities have on global resources, they also have the potential to be part of the solution. The common vision of cities as nodes in global networks of flows is, in some respects, limited. Urban settings are not just black boxes in which resources go in and out, but they are in themselves constructed by internal networks of interconnected flows that have a spatial dimension that cannot be ignored. Recognizing this is fundamental in order to find local sustainable solutions with global implications. This paper, building on the urban metabolism metaphor, aims to re-conceptualize the water-energy-food nexus from an urban perspective, exploring main opportunities and challenges of including these approaches in the more traditional urban planning practice. That means a great effort in recognizing existing connections between water, energy and food flows within urban areas, understanding what it means in terms of resource management practices, policies integration and coherence, institutions arrangements and multilevel relationships between actors. We end with a comment on the importance of integrating spatial planning practices with sectorial planning practices, which deal more directly with resources such as water, energy and food, in order to achieve more sustainable and efficient cities and reach sustainable development targets.

## SLOT T17.S05 | ROOM V1.27 | ELISABETE SILVA | UNIVERSITY OF CAMBRIDGE

### 99 | A NEW COMPARATIVE APPROACH TO DETECT VITAL SEGMENTS OF TRANSPORTATION NETWORKS CONSIDERING THE QUANTITY OF DEMAND AND SUPPLY BY USING GIS

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**ABSTRACT:** The closure, weakness, etc. that may occur in the vital parts of the transportation network could directly affect the operation of the entire network system. Hence, identification of the vital segments (can also be seen as sensitive, fragile or vulnerable segments in the literature) in transportation networks is a challenging research area in urban planning.

In this study, a new comparative approach is developed in GIS environment in order to able to detect vital segments of transportation networks considering the location and quantity of demand and supply. The basic inputs of the proposed model are; transportation network data with hierarchy information in line format, supply locations with quantity information in point format and demand locations with quantity information in point format. By using the three main inputs, the proposed model could a) detect the lowest cost (time or distance) segments of the transportation network used between each of the supply and each of the demand locations, b) sum up lowest cost segments and detect most commonly/frequently used segments between all supply and demand locations c) calculates an importance/vitality score for each segments of the transportation network considering their usage frequency between supply and demand locations and the quantity of supply and/or demand in a comparable manner by using spatial and network analysis capabilities of GIS. In case of there is no data or missing data about the location and quantity of supply and demand, the proposed model could able to create virtual grid-based or random-based supply and demand locations and quantities at the level of precision required by the decision maker and could still detect the vital segments of the transportation network considering different supply and demand scenarios. The results could thus provide a significant decision support for the decision makers who are supposed to deal with transportation planning, accessibility modeling, location/allocation and service/catchment area related issues in order to improve transportation and accessibility related plans, policies and strategies.

In order to able to provide a simple illustration for the decision makers, the application of the proposed model is demonstrated by using a simple virtual transportation network, supply and demand dataset.

**KEYWORDS:** GIS, vital segments of transportation networks, accessibility modeling, sensitive/fragile/vulnerable segments, quantity of demand and supply

### 113 | SOCIAL TOPOGRAPHY: LEARNING SPATIAL INEQUALITY THROUGH 3D REGIONAL MODEL

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**ABSTRACT:** Despite the economic growth being experienced by many countries, inequality is increasing and emerging as a social and political threat. The study creates an interface between an original theory of spatial inequality, which calls for studying inequality in terms of social topography, and advanced technology that facilitates 3-D visual models. This interface yields a platform that stands to advance the eradication of social inequality.

The proposal revolves around the concept of social topography, based on the work of Gaston Bardet, a French city planner, and Pierre Bourdieu, who defined sociology as the "science of social topography". I propose employing the concept of social topography as both a theoretical and methodological construct.

Modelling along the lines of social topography produces a space that contains the traditional categories of inequality (education, wages, unemployment), but also immerses them in space. Fusing society and space into a single texture creates a situation in which it is no longer possible to make spatial decisions that ignore social structures. The innovation of this study is its development of socio-spatial thinking within a technological institute. The Technion enables us to work in advanced technological environments. The entire study conducted in the VizLab (visual laboratory), which facilitates 3-D representation and dynamic movement in space. It is our contention that social topography advances and develops our ability to engage in the quantitative study of spatial inequality and its implications for issues of crime (for example). At the same time, social topography develops our ability to engage in the qualitative study of inequality by means of the experience of knowledge with which it provides those who move through the 3-D model.

This unique platform, which we refer to as the 'digital sand table,' also has the potential to encourage processes of policy formulation and decision-making along an integrated trajectory of society and space.

## 485 | MEASURING BUILDING DENSITIES (FSI/GSI) FOR THE NETHERLANDS

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**ABSTRACT:** Densities are a key feature in urban planning and design. Density influences amongst others energy consumption, mobility, livability, food production and economy.

Building densities (that is Floor Space Index (FSI) or Floor Area Ratio (FAR)) relate the gross floor area to the surface of the accompanying terrain. The terrain surface can be defined on many scales, from plot to municipality. By now floor areas, parcels and footprints etc are available as open data for the whole of the Netherlands, so we can automate the calculation of building densities for the whole of the Netherlands. We did this according to the recent Dutch standard: NEN 9300:2013 nl, Areas and densities in urban planning - Terms, definitions and methods of determination. The first results are being tested right now in a mobility study. The results can be used as well for morphology studies and as reference projects for future urban design.

Along with FSI we can easily calculate the Ground Space Index (GSI) which relates the footprint of a building to the surface of the accompanying terrain and an index for the mixed use of functions.

## 563 | MULTI-CRITERIA DECISION ANALYSIS FOR PROMOTING BIKE-FRIENDLY CITY VISION OF IZMIR USING GIS

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**ABSTRACT:** Bicycle use is widely promoted by many policy initiatives of industrialized countries as the efforts related to sustainable development, carbon-free transportation and healthy cities. A major challenge is how to provide bicycle roads through the already developed built environment of the densely populated cities. This paper aims at answering this question, while deploying GIS at its analysis of multilayered spatial data about Izmir, the third biggest metropolitan city in Turkey.

In recent years, Metropolitan Municipality of Izmir has the goals of sustainable city development, including environmentally sensitive and sustainable transportation. As a part of these goals, the Municipality aims at promoting cycling routes and has been making significant efforts for turning the city into a more bicycle-friendly city. Accordingly, for providing mobility between districts and city center, the creation of nature-friendly corridors with cycling and walking routes has become a priority in the planning of Izmir. Additional routes are promoted for providing bicycle access to the residential, social and cultural spaces, major transfer stations, university campus areas and other major usages in the city center (Izmir Metropolitan Municipality, TMP Revision, 2016). However, availability of physical environment for cycling is an important factor to consider. To promote and upgrade cycling routes in a dense built environment is a challenging process. We claim that Izmir has a potential to offer alternative transportation types and networks prioritizing bicycle, despite its dense and congested urban environment. It is important to give attention to recent bicycle transportation studies including analysis of safety, travel demand models, and level of



service analysis (Aultman-Hall et al., 1997; Wigan et al., 1998; Parkin et al., 2007; Rybarczyk and Wu, 2010; Martens, 2007; Huber, 2003; Allen, 2004).

This study call the determinant factors of bicycle facility planning as environmental assets and takes into action the knowledge of the environmental assets in the GIS environment. Within the context of nine districts of metropolitan area; this study considers environmental assets as parks, recreational areas, schools, topography, roads and weather. These are the spatial data infrastructure that can reveal potential bicycle route networks. Additionally, some inhibitor factors such as population density, motor vehicle traffic volume and crime statistics are also taken into account. All these spatial data are used to detect the hotspot clustering with high level of spatial infrastructure. Afterwards, network analysis is performed between potential clusters based on proximity and continuity. While detecting the clusters focuses on population density, parks, recreational areas, schools, weather and crime statistics; detecting the networks considers motor vehicle traffic volume, topography and main public transportation hubs.

As methodological tools , exploratory spatial data analyses are employed for analyzing the trend of the spatial data, examining overall spatial pattern of local clusters and linkages between them. For this study, high/low clustering and hotspot analysis methods are applied to detect patterns of assets and network analysis is performed to detect potential routes at the road network level. Not only local cluster zones but also transportation corridors are the basic units of analyses.

## 1179 | CITIZEN-SENSOR-NETWORKS AS PARTICIPATORY METHOD FOR INFORMED SENSE-MAKING IN PLANNING: PROJECT SMART EMISSION.

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**ABSTRACT:** Nowadays, more and more citizens form grassroots organisations in a bottom-up fashion to engage in planning processes with their city, enabled by low-cost means for information sharing and digital communication through ICT developments. The emergence of low-cost sensor technology widens the scope and size of digital data-flows from human-human communication to sensors and other communicating ‘things’. These technological advancements have stimulated applications on urban scales. It also gives rise to new opportunities and new concerns for urban planners. In this paper, I would like to present the results of a two-year pilot project experimenting with small, low-cost sensors sensing environmental qualities in the urban space (noise, gasses like NO<sub>2</sub>, O<sub>3</sub> and CO<sub>2</sub>, and weather indicators like temperature and moisture level), in a co-creation process together with citizens. In a pilot project called Smart Emission, we worked together with a consortium of parties to establish a new city-based, fine-grained citizen-sensor-network, and test its proof of concept. As project consortium we aimed to learn about possibilities of combining spatial information and monitoring with small, low-cost sensors. In the project, the produced Open (Big) Data was shared in a participatory process with citizens and professionals, analysing local specifics that are of citizens’ concern. In the process, various meetings, meeting places and other cross-points were organized (such as a digital forum and a chain of data-processing steps in a Spatial Data Infrastructure), to establish a process of learning and ‘collective sense-making’ among professionals, government officers, and citizens. In this way, a form of ‘citizen science’ was stimulated, doing action-research into processes of co-creation and participatory planning between city-government and citizens. In the paper, the following research questions are addressed:

Do low-cost sensors add to the fine-grained picture of air quality indicators? Does the concept of an urban citizen-sensor-network work? Does sense-making with citizens work? Does this open up opportunities for environmentally-informed city governance? Reflective: (How) do roles of government and citizen change?

At this time, 34 sensors have been installed at people’s houses and gardens across the city, and pilot-version portals and dashboards for viewing and aggregating the Open Data flows, have been developed. The Spatial Data Infrastructure has been built, to feed the data back to citizens and forward to other researchers. The data streams are being calibrated and analysed by citizens and professional analysts, and several use cases have been completed. While citizens and experts now have 24/7 data of their local environment in their own hands, the sensor network is still being improved and extended. Outcomes of the project so far are quite positive. On October 3rd 2016, Smart Emission Project won the prize of the Smartest Project 2016. In the paper, we will discuss the research questions and current answers, while the project is being prolonged in 2017. We will share our findings and hope to discuss critically the challenges, opportunities and concerns related to the use of small sensors, Big Data, and collecting near-real-time

data flows about dynamics in the common sphere of the city-space, such as noise and air quality, which may have an effect on inhabitants experienced liveability (and daily practice) in their city.

**SLOT T18.S05 | ROOM V1.08 | JORGE B. SILVA | IST-ULISBOA**

## **344 | COMPLEXITIES OF ENERGY TRANSITION: WHAT DO WE REALLY KNOW ABOUT SOCIAL ACCEPTANCE OF WIND ENERGY?**

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**ABSTRACT:** This paper engages with the complexity of community-technology interactions that are central to energy transitions, with a specific emphasis on the growth of wind energy. This will draw on a field of research has evolved in conceptual and methodological diversity and encompassed a wide range of disciplinary perspectives, including geography, psychology, economics, political science and spatial planning. This has been able to provide substantial insights into the factors that drive community concerns about wind energy, including regulatory processes, project design, siting, ownership and community benefit issues. While deepening our understanding and suggestive of a few arenas for improving practice (such as enhanced community engagement), wind energy projects continue to face local opposition in many varied contexts. Indeed, in many countries, complex factors contributing to community concerns now define the limiting factor to this energy technology – so why has this research not been able to significantly influence the trajectory of social acceptance?

The paper will explore this question by briefly reviewing the state and scope of social acceptance research, explaining progress in conceptual development and highlighting the problems related to how social acceptance has been defined. It will comment on the research designs and methodological approaches that have come to dominate the field, such as the prevalence of isolated case studies. On the basis of this review, the paper will highlight some of the limitations of the research and suggest why this may have a muted impact on actual levels of social acceptance. To conclude, the paper will set out a number of ways in which we could respond to this situation through: research design; challenging the way we have conceptually and contextually framed social acceptance by focussing on simplified understanding of community-technology interactions; and enhancing knowledge exchange with a wide range of the stakeholders involved in the deployment of wind energy.

## **540 | APPLICABILITY OF LUHMANN'S APPROACH TO SPATIAL DEVELOPMENT - USING SYSTEM THEORY TO REFRAME A HOUSING PROJECT IN AMSTERDAM**

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**ABSTRACT:** The housing market in Amsterdam is tense. Different social groups are competing for affordable housing in a restricted amount of space. This poses a challenge for the municipality to keep affordable housing available to certain groups. Recently increased numbers of refugees increased this challenge, leading to tensions with respective housing projects. This contribution explores the case of Startblok Riekerhaven, where housing for two social groups shall be realized who are notably challenged on the housing market. Affordable housing in a mixed housing project is offered to refugees and students. How can the tensions emerging from embedding such a project in the surrounding urban environment be resolved? The article explores the practical applicability of Luhmann's System Theory on spatial development.

Luhmann's social systems theory of risk is mainly used in social sciences. In this article system theory is not only used on social systems, but also on spatial systems. Using one of the main concepts in system theory, the system as difference, a distinction is drawn between the spatial system and its 'environment'.

Luhmann himself did not pay much attention to the spatial dimension of his theory, and also in planning theory the use of Luhmann's work is mainly focused on the importance of the planner in social systems and not on space itself. Applying System Theory on both social and spatial dimensions makes it possible to use it for spatial analysis and decision making.

In Luhmann's theory, time is of influence on what can and cannot be done. Spatial developments from the past determine the opportunities of today. The idea of past, present and future is one of the central concepts in System Theory. The building of a highway today has an influence on the potential development of land next to it. The housing project in Amsterdam started in between a railroad and a highway, both developed decades ago. The railroad and highway proved to be a problem when it comes to noise and lead to a different orientation of the building in the newly developed housing project. The project could be seen as a spatial system influenced by its urban environment.

The housing project was a social experiment in which two different social groups were mixed, refugees and students. Both groups needed affordable housing and are less desired in regular social housing. Both groups consisted of young, single people, but they belong not to the same social system – in terms of Luhmann. By mixing these groups the municipality tried to create a win-win- situation.

So, the groups themselves could be assigned to a system, but their environment is completely different. During the development of the project many different groups, like politicians and entrepreneurs, were consulted. These groups are seen as different social systems. Each social system used their own way of reasoning to give their opinion about the project. Some were sceptical at first, but their input was used to fine-tune and further develop the concept. Eventually it convinced the different systems, because every system found an added value in their own interest.

By using Luhmanns approach, it is analysed in this contribution how this project became a success story. It will be explored and discussed to what extend and to which type of projects such an approach can be of use to deal with spatial tensions and conflicts. It is therefore testing the practical applicability of a rather abstract theory.

## 592 | FIRMOGRAPHICS AND PLANNING – AN ANALYSIS ON RETAIL AND URBAN DYNAMICS IN LISBOA

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**ABSTRACT:** The presence of retail at the neighbourhood level is considered a desirable measure of liveability. As a result, research has attempted to explain the spatial patterns of retail and uncover relations between retail spatial distribution and urban, socioeconomic, transport and morphological characteristics. To uncover these relationships different authors have resorted to different methods, ranging from sociospatial approaches to relate households location and consumption spaces (Mullins et al, 1999) to model the relationship between street centrality and densities of commercial and service activities (Porta et al, 2009) or correlating location patterns in retail and food establishments with the shape of the city (Sevtsuk, 2014).

And yet, although these models have provided relevant insights, we still can't explain why a neighbourhood has a dynamic retail system, while another one, despite its many similar characteristics, hasn't. Perhaps deciphering a city is just a problem of such complexity, with such subtle interconnections (Jacobs, 1961) that one can never really intend to restrain it to a single model, even if it seems to take into consideration all possible variables.

Therefore, this paper intends to contribute by further identifying factors that explain retail spatial distribution using a spatial panel of retail establishments from Lisbon. Starting from an exploratory analysis of spatial distribution of retail, and spanning a period that encompasses three decades (1995 to 2010), we will study spatial patterns and its evolution in time. Considering what was stated before, quantitative relations between factors that account for retail location and others that influence urban dynamics will be established, but qualitative research is also explored when either the complexity of the city, or the amount of data precludes the use of quantitative methods. Spatial analysis techniques, including clustering and autocorrelation will be used to uncover patterns and relationships in retail spatial patterns. In a second stage the uncovered retail patterns will be correlated with other data, including census demographic data and transportation data. On a more qualitative level policy documents and urban planning instruments will be critically examined to research their role in the emergence of retail spatial patterns. The results will be analysed in terms of its implications for planning practices and policymaking.



## 829 | TOWARDS AN UNDERSTANDING OF MORPHOGENESIS IN METROPOLITAN STREET-NETWORKS

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**ABSTRACT:** We propose a GIS-based method to enable the understanding of how global metropolitan street-network properties emerge from the temporal accumulation of individual street-network increments. The method entails the adoption of quantitative descriptions of individual street-patterns and of classification algorithms, in order to obtain numerically defined typomorphologies, which may then be statistically associated with the numerical outputs of street-network analysis. We apply the method to the case of Oporto Metropolitan Area, whose development we observed over sixty years. We isolate each increment of development entailing the creation of new streets (4208 objects), we quantify the morphology of their street-layouts and we classify them into typomorphologies with clustering techniques. Through the investigation of the temporal and spatial frequencies of those typomorphologies, we assess their impacts on the street-networks of a set of selected civil-parishes of the metropolitan region, demonstrating that different typomorphological frequencies result in also different global street-network properties. We conclude by summarizing the advantages of the method to generic urban morphological research and by suggesting that it may also contribute to inform bottom-up metropolitan spatial planning.

## 1119 | IMAGING FUTURES FOR MANAGING COMPLEXITY: STRATEGIC PLANNING APPROACHES IN ITALIAN METROPOLITAN CITIES

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**ABSTRACT:** Framework of this contribution are the approaches to strategic spatial planning occurring in Italian metropolitan cities following the revision of the institutional system conveyed by Law 7 April 2014, n. 56, aiming to reorder the traditional institutional levels. Under this law, the 10 main regional cities have to form joint metropolitan city governments and to provide for a strategic plan the whole metropolitan region. Metropolitan cities in Italy are now in the early stages of defining their strategic plans and questions emerge concerning the relationship between global pressures and challenges and local needs, identities and specificities.

Being a process on the making, many problems emerge while defining, selecting and making sense of the complex reality of metropolitan cities. From one side, their boundaries, laying on previous provincial administrative borders, seem unable to catch socio-economic and functional trends. From the other side, metropolitan authorities include municipalities from territories and settlements that have strong historical roots and a perceived feeling of being outside and other than the metropolitan city. Even politician and policy makers seem quite far from conceiving the metropolitan city as a unitary cooperative institution. In such a framework, the complexity of the context and its governance make difficult for strategic planning to provide for shared visions of the future of the metropolitan city.

In this paper, strategic planning in Italy will be investigated using conceptual frameworks from meta-governance to analyse Metropolitan cities' attempts for promoting strategic planning, and – in general terms – from interactive governance to understand which relationship among previous and in place experiences of cooperation and self-organisation emerge and how local planning authorities deal with global and local pressures and challenges by dealing with visions and strategies. A great need for regional design and visioning practices emerges, both to build up the urban region (from the administrative border to a collective identity), and to define a shared vision of its territorial development.

Focus of the paper is the role of designing and visioning in these processes of strategic planning. By recognising spatial dynamics in urban region, visioning practices can enhance spatial planning by contributing to 1) shape the boundaries of urban regions through the formulation of strategic spatial planning approaches that overcome restricting administrative boundaries and reduce complexity; 2) conceive a shared vision for urban regions, by imagining and envisioning their spatial futures.

Through the analysis of case study experiences, the aim of the paper is to contribute to a better understanding of the way strategic spatial planning is working in Italy, by discussing the forms of visioning in place, the way in which they portray complexity and draw futures for urban regions, the difficulties they encounter, as well as the institutional planning instruments and outcomes they put in place.

## 1146 | DECODING AND MANAGING CITIES: TOWARD A COMPLEX AND DYNAMIC SYSTEM APPROACH

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**ABSTRACT:** In literature, the city is recognized as a complex, open and adaptive system, that evolves in time and space. Its components (i.e. buildings, infrastructures, human agents etc.), are systems, with their own life cycle, interacting between them, whose relationship networks are not predictable linearly, not even separable, but are based on the principle, attributed to Aristotle, that “the whole is more than the sum of its parts”.

It is strategic analysing this complexity, seeing as how by 2050, three billion additional people are expected to be living in cities, with relevant consequences on resources, emissions and services. Another significant aspect is that cities, as “systems within systems of cities”, should take into account the interdependencies with their territories. Each city will have to study both the relationships within itself but also with the broader system where it is inserted, from the urban region.

Facing the complexity of above mentioned urban challenges, traditional methods and techniques of urban planning appear obsolete and not contemplate the dynamic and complex behaviour of the city and the urban management, intensely recommended by the main United Nations conferences dedicated to development problems of the cities in the world (i.e. Rio Earth Summit in 1992, Habitat at Istanbul in 1998 or at Quito in 2016).

In order to support cities and regions in remaining livable places, and to increase resilience and reduce social, spatial and economic pressure, this research looks at the urban dynamic, as a complex phenomenon, by focusing on the temporal and spatial dimension by applying systemic analysis and adopting strategies of urban governance.

In this work an interoperable Urban-Building Information Modeling (BIM) platform is described, that by modelling and by simulating the interrelations between the main actors and components of the city (i.e. stakeholders, officials, business people and citizens) allowed to decode and manage the urban dynamics complexity. The systematized management of these relationships produced data, to be processed into information and then knowledge (historical, present and future).

The study showed how the proposed interdisciplinary approach and the quantitative analysis of the data referring to the organizational and dynamical aspects of city system and network as a whole, may improve the management of the city-system.



## SLOT T19.S05 | ROOM V1.07 | ADRIANA GALDERISI | UNIVERSITY OF CAMPANIA LUIGI VANVITELLI

### 576 | CLIMATE ADAPTATION IN REGIONAL PLANNING IN GERMANY

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**ABSTRACT:** Spatial planning has the competency of deciding on if and how future land-use shall take place (Greiving & Fleischhauer, 2006). Therewith it is indispensable for spatial planning to anticipate various current and future vulnerabilities; especially towards the impacts of climate change (BMVBS & BBSR, 2009). Since the publication of the German Strategy for Adaptation to Climate Change in 2008, broad scientific and political consensus was achieved on regional planning being the key to an integrative implementation of climate change adaptation measures (Bundesregierung, 2008; Birkmann & Fleischhauer, 2013; Frommer et al., 2013). However, the question arises in how far formal regional spatial planning currently meets this ability.

This presentation builds on the status quo of adaptation-relevant designations in binding regional plans and aims at presenting an exemplary handling with remaining adaptation potentials. For this purpose, first results from a census on presence and bindingness of adaptation-relevant designations in German regional plans are presented and interpreted. Strikingly, currently only four of Germany's 111 regional plans describe climate change adaptation as an individual field of action. This circumstance is also reflected by the great heterogeneity regarding the status quo of adaptation-relevant implementations. While only one regional plan achieves more than 80 % target attainment, the average regional plan fulfills about 53 % of the overall adaptation potential. Interestingly, adaptation-relevant designations are currently of rather indirect character, reflecting the structural core tasks for regional planning, i.e. settlement, open space and infrastructure development according to § 8 (5) ROG (Schmitt, 2016). The greatest adaptation potential may therefore be seen in the reinforcement of relevance of climate adaptation in regional planning so that it becomes an individual field of action in spatial planning policy.

Subsequent, various implementation possibilities are discussed and good practice examples for climate adaptation implementation given. With a closer look at different fields, a great potential for climate adaptation designations can be found especially in the fields of coastal protection and protection of mountainous areas. Currently, some planning regions do not seem to be aware of being flood prone from storm surges or being potentially at risk from mountain hazards. But also in more established fields, like flood risk management, there still is potential for a stronger reactive adaptation perspective (Schmitt, 2016).

Concluding, regional planning in Germany often shows a profound level of knowledge in different fields (BMVBS, 2010) but lacks a distinct mandate to implement climate adaptation designations in legally binding plans. The description of the current status quo in this presentation makes an important contribution to the operationalization of regional planning's handling of the 'challenge climate adaptation' (Bundesregierung, 2008) and fosters an understanding of remaining adaptation potentials and how to approach them.

### 943 | URBAN CLIMATE ADAPTATION AND LEARNING ACROSS SPATIAL, SCALAR AND SECTORAL BOUNDARIES: INSIGHTS FROM ROTTERDAM THE HAGUE METROPOLITAN REGION

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**ABSTRACT:** The paper investigates the processes of inter-organisational learning in the context of the governance of urban climate change adaptation policies. Adapting to climate change in the urban setting

requires learning and cooperation across scales, administrative boundaries and policy sectors, magnifying the governance challenges associated with climate change policies. The study presented in the paper explores those challenges through the case of Rotterdam The Hague Metropolitan Region located in the South Wing of the Randstand in The Netherlands, a polycentric urban region that is highly vulnerable to the negative impacts of climate change, particularly to flooding, due to its location in the Rhine-Meuse delta and concentration of population and economic activity. Yet, it is also a region with strong traditions of cooperation and a track record of pioneering urban climate change policies. The analysis focuses on horizontal and vertical cooperation between the municipalities, city-regions and other governance actors in the South Wing and investigates the efforts to coordinate policy responses to growing flood risk within the urban space. Drawing on semi-structured interviews with a variety of stakeholders involved in adaptation policies at the local, regional and national scales, firstly, the paper explores and classifies the governance innovations emerging in the process of design and implementation of climate change adaptation strategies and actions, focusing on the knowledge flows and the characteristics of the learning processes that they entail. Secondly, it uses Social Network Analysis to map the network of actors involved in the learning process that spans across the boundaries of jurisdictions, levels of government and policy sectors, in order to identify the actors being central nodes in the network and explore their role in facilitating or obstructing the learning process. Thirdly, and finally, the study examines to what extent and how the governance innovations and the capacity of local actors to learn from them are shaped and constrained by the characteristics of the (national, regional) territorial governance system within which they operate, in attempt to shed more light on the often overlooked role of the wider institutional context and governance culture on the localised learning processes.

**KEYWORDS:** climate change adaptation, urban regions, multi-level governance, flood risk, learning, social network analysis.

## 994 | STREETS ON THE WATER. PORTUGUESE SEASHORE STREETS ADAPTATION TO CLIMATE CHANGE.

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**ABSTRACT:** The Portuguese coast is composed by: 943 km in the mainland, 667 km in the Azorean Islands and 250 km in the Madeira Islands, totalizing an Atlantic margin of over 1800 km. Numerous cities and villages dot this mediation line between land and water, which defines and limits one of the edges of the coastal strip where about 80% of the Portuguese population live.

The lead role of streets, avenues and seashore roads on the conformation of the articulation line between city and water, and also the wide morphological diversity of these urban elements, on these coastal settlements was acknowledged while working on the research project 'A Rua em Portugal - Inventário Morfológico / The Street in Portugal - Morphological Inventory (PTDC/AUR/65532/2006). The genetic relation with the site, the formation and transformation period and the very dynamic of the occupation and use of the place, partially allow explaining that contemporary morphological diversity.

The dynamic that is inherent to the urban object allows underlining the fact that this present state is only a transitory moment in the inevitable evolution of these elements. Therefore, especially in the contemporary context, on which climate changes promote a gradual but inevitable sea level rising, it is important not only to know the diversity of cases, its origin and transformation phases, but also to program and design its formal evolution, coordinated with the needs and expectations of the populations that understand them as irreplaceable references both of their daily lives and as privileged stages that reflect the society.

Whereas only the knowledge of the past allows conceiving the future for these spaces, a research project is idealized based on this premise. In a first stage the origin, evolution and present state of each of these elements is approached and characterized, and in a second moment, a research by design approach tests their adaptation to an expectable scenery of climate change, namely to a tipping point of an expected sea level rising.

The need to obtain comparable elements of all cases obliges that each case of the study universe is characterized identically. Therefore, this characterization is materialized in representative elements of the present state of the selected coastal streets, namely its Form, Function and Role related to the urban settlement and to the water plane. Being the present state the result of a sedimented evolution process in time, the needed interpretative reading of the moments that, since the origin, conformed these elements is materialized through a systemic decomposition of each state of evolution, regressing back in time to the primordial settlement of each element.

The present paper presents the methodology for the characterization of the selected coastal streets and approaches a pilot study case, testing the effects of expectable sea level rising in this century and defining site-specific tipping points for the following research by design approach.

## 1124 | THE URBAN RISK ASSESSMENT IN A CLIMATE CHANGE SCENARIO: A METHODOLOGICAL PROPOSAL

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**ABSTRACT:** Future cities should have the capability to face an increasing number of challenges and they must become resilient to a broader range of stresses and shocks. Climate change is definitely one of these challenges; in this perspective cities will deal with a combination of increasing environmental, social, economic and political stresses.

Some of the main effects of climate change on cities are increased risks of flood, increased urban heat, water scarcity and food supply problems. In addition to this, the population living in urban areas is steadily rising as well as the enlarging of the middle class that cause an increasing pressure on resources such as water, energy and food. Challenges such as these require integrated approaches to find solutions that take into account the dynamic interrelationship between resources and that allow to turn crisis into opportunities. The aim of this paper is to describe a methodological proposal to value the urban risk from an impact related to climate change. The purpose is identifying the urban risk from potential impact such as urban heat island and urban flooding at urban district scale. Our methodology wish to develop an evidence-based climatic planning to help policy makers in decision making process. In fact, thanks to the risk and vulnerability assessment, a territory can be zoned according to the expected impact of climate events increased by climate change conditions on the various urban areas. The risk evaluation for each urban district allow to know which district (or groups of districts) has priority for action (in relation at vulnerability and risk) and design the adaptation solutions considering the relation to the urban form, spaces and functions. The study considers the urban adaptation solution accordingly a territorial perspective, providing solutions in an area-based perspective. In this way the urban adaptation is a sum of many small interventions provided and included in the territory of the local government activities. In this paper the urban adaptation is considered as the opportunity to define urban regeneration processes including urban and periurban agriculture and urban and green infrastructure in that areas particularly exposed to rainwater management problems, flood risk and urban heat island. In order to achieve this, a profound knowledge of the territory is necessary. The data normally processed by public authorities in the processes of land planning do not include useful variables to identify the vulnerability (and the risk) increased by the climate change. For this, the methodology uses the remote sensing analysis (from orthophotos, LiDAR data and DSM) to implement the cognitive frameworks. The collected data is aggregated on a geodatabase composed of hexagons in this way it was possible to create tools that assess the vulnerability and the risk in relation to aggregate information in each hexagon. Combining this kind of information together helps to identify the most relevant areas where to intervene in order to solve water management problems and urban heat island through the insertion of urban agriculture elements or green infrastructures.

The methodology was tested in the territories of the Metropolitan cities of Venice in collaborations with Metropolitan Government.

## 1126 | TRANSLATING NEW CONCEPTIONS OF CLIMATE CHANGE RISK INTO URBAN CLIMATE CHANGE RISK ASSESSMENTS AND ADAPTATION RESPONSES

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**ABSTRACT:** Within climate change adaptation studies, the Intergovernmental Panel on Climate Change (IPCC) has, in its most recent assessment, moved from a vulnerability-based conception of climate change to a risk-based conception (Field et al., 2014). Such a move intends to harmonise the climate change adaptation community with those working in the allied discipline of disaster risk management (Aven and Renn, 2015). There is a further supposition that the risk-based concept can help to shift the focus from top-

down 'science-first' vulnerability assessments to co-produced climate knowledge with a range of stakeholders in order to enhance the 'usability' of the outputs (Meadow et al., 2015).

There are, however, potential difficulties in translating the new risk-based concept into practice, particularly in spatial planning which combines expertise from a range of disciplines. There remains, for example, differing definitions of risk across disciplines, sectors, and organisations (e.g. Thywissen, 2006). In addition, existing climate change adaptation projects have used vulnerability-based conceptual frameworks, and there is therefore a question mark over the way that their resultant data can be easily reused.

Based on research undertaken under the Horizon 2020-funded Climate Resilient Cities and Infrastructure (RESIN) project, we critically examine the differing conceptions of risk across the disciplines of disaster risk management and climate change adaptation, with a focus on critical infrastructure protection. This provides a basis for discussing the practical utility of the risk-based approach to spatial planning along with the potential difficulties that might be encountered when developing a risk-based methodology. We argue that the concept of risk can help cities to identify adaption options and build resilience to the changing climate by connecting across disaster risk management and climate change adaptation approaches.

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## 1252 | NEW EUROPEAN SPATIAL DATA SETS OF HUMAN SETTLEMENTS AND POPULATION FOR DISASTER RISK REDUCTION

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**ABSTRACT:** Up to date spatial data of various kinds are essential elements of spatial planning for disaster risk reduction. This paper examines how several of the latest spatial data sets of human settlements [e.g. from the Global Human Settlement Layer (GHSL) of the Joint Research Centre and the Global Urban Footprint (GUF) of German Aerospace Laboratory] and related estimates of population distribution across Europe, could support spatial planning and disaster risk reduction. The provision of uniform spatial data sets across Europe facilitates trans-border spatial thinking and strategy making at various scales that are particularly important in the case of trans-border disasters. Both GHSL and GUF are space based data sets with high spatial resolution. In combination with other data sets, such as digital elevation models, topographic data sets, population statistics, natural and technological hazards, they form a basis for estimating populations at risk, including day and night time population distribution and risk. We examine the key characteristics of these new data and provide examples of their use at various spatial scales from local to continental and for several hazard types including volcanism and flooding. We also consider how these data relate to the four stages of the disaster management cycle (Preparedness, response, recovery and mitigation) and spatial planning's role within these.

## SLOT T20.S03 | ROOM C11 | SPECIAL SESSION - KARINA PALLAGST | TECHNISCHE UNIVERSITÄT KAISERSLAUTERN

### 190 | STUDY ON THE CONDITIONS OF LAND USE CONVERSION FROM RESIDENTIAL LAND TO FARMING AND FORESTRY LAND

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**ABSTRACT:** The demand for residential land is declining and the number of vacant houses and lots is increasing in depopulated areas. Recently, afforestation for urban forestry and urban agriculture has been promoted as a countermeasures to the increase in vacant houses and lots in depopulated areas like Detroit in the USA. On the other hand, these countermeasures are rarely found in depopulated areas in Japan because abandoned farmland and derelict forests are also increasing in depopulated areas in Japan due to an aging population. The Ministry of Agriculture, Forestry and Fishery in Japan gives priority to reusing abandoned farmland and derelict forests because infrastructure, like irrigation systems, has already been developed, rather than reusing vacant residential land. So then, will vacant residential land continue not to be used in the future?

Examples of recycling residential land for farmland are very limited. The only known case at the moment is the land use conversion from a colonization residential lots to farmland in the City of Fukagawa. This study conducts a case study on it and aims to extract the implications for the possibility of land use conversion from vacant residential lots to farmland and of smooth city area shrinkage.

The colonization residential lots are scattered along the river Ishikari in Hokkaido. In this area, the original colonizers constructed their own accommodation in the centre of their farming land when they settled in the Meiji Period. As a result, the farming landscape became concave. When aged residents of the colonization residential land stop farming and move out, this irregular form of farmland prevents ownership transferring to other farmers because of its low productivity. The main industry of the City of Fukagawa is farming, so the Fukagawa City Agriculture Committee decided to subsidize the demolition of vacant houses, redevelopment of farmland and costs of land use change up to 90%. As a result, some of the colonization residential lands have been transferred and are used as farmland now. At the same time, the lower productivity farmland is being abandoned and derelict farmland in mountainous area is being left as it is.

This case suggests that the economic rationality of improving farming productivity is needed in order to convert land use from residential land to farmland. In an era of population growth and economic growth, the actual demand for secondary and tertiary industry and residential land use increased and consumed farmland as a seed of them, but in a period of population decline, farmland has also shifted and moved from lower productivity areas to higher productivity areas and actual land demand for farming may not be increasing. In other words, the possibility of increased productivity in agriculture and forestry can create the possibility of land use change from residential land to farmland or forest land. This suggests the importance of productivity improvement of regional agriculture and forestry for discussing shrinking city areas.

### 607 | 'URBAN REGENERATION' IN DETROIT: EXAMINING THE IMPACTS ON HOUSING AFFORDABILITY

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**ABSTRACT:** As shrinking cities in the United States implement regeneration initiatives to recover from decades of economic and population decline, is gentrification a legitimate fear given the scale of property abandonment and disinvestment? In some European shrinking cities, gentrification of the inner city is an openly stated aim of public policy, as the in-migration of more affluent households is seen as a desirable



goal because of the perceived shortage of middle-class residents in these cities (Doucet et al, 2011). Gentrification in the guise of revitalization and urban regeneration (Smith, 2002; Walks & Maaranen, 2008) is promoted as a positive public policy tool (Lees et al, 2008: 198) and there is a discourse among proponents of gentrification of a rising tide that lifts all boats (Newman & Wyly, 2006:51). However, when successful, these revitalization efforts can also produce negative outcomes, such as increased spatial segregation or the eviction of vulnerable populations (Fol, 2012). In U.S. shrinking cities, such as Detroit, policy debates around regeneration strategies tend to downplay or pay little attention to the potential negative social and housing impacts of these initiatives, as there is a popular presumption that highly abandoned cities have an abundant supply of affordable housing. However, in reality a low-demand housing market with high vacancy rates does not necessarily mean increased housing affordability for residents, especially low-income residents.

This paper sheds light on affordable housing issues and challenges specific to U.S. shrinking cities undergoing regeneration and illustrates how processes of gentrification and abandonment work to reduce the supply of decent, affordable housing that is available to low-income populations (following Marcuse, 1985). In particular, the paper examines the impacts of gentrification on the housing affordability landscape in Detroit (2010-2015) by exploring how the housing opportunities of low-income households in the greater downtown area have been affected by recent intense redevelopment. This paper also explores and discusses local efforts to bring about equitable development. This study employs a mixed methods research approach to determine and understand: the geographic distribution of subsidized housing production in the city; the change in the supply of affordable housing; demographic change; and extent of displacement. The paper draws upon: HUD (Department of Housing and Urban Development) data; U.S. Census data; housing conditions data; building permits data; demolitions data; and tax foreclosure data. Findings also draw upon a three-month research trip to Detroit where I conducted 22 semi-structured key informant interviews with: tenants; community development financial professionals; housing and community workers; affordable housing developers; real estate professionals; and tenant organizers. Initial findings indicate a decrease in the supply of subsidized housing, increasing pressure on existing affordable housing options, rising rents, and a precarious housing situation for low-income households.

(Please note: This paper is part of the SCIRN session: Shrinking cities – policy responses and new identities for contested spaces)

## 753 | PLANNING FOR POPULATION DECLINE IN AN ERA OF STANDARDIZATION: AN ANALYSIS OF LOCAL PLANS IN THREE DECLINING LOCAL GOVERNMENT AREAS IN NSW, AUSTRALIA

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**ABSTRACT:** In countries throughout the developed world, including Australia, large cities are growing while hinterland communities (particularly the most remote communities) are shrinking. Uneven population distribution is expected to continue, and likely worsen, in the future. As has been found by a growing number of shrinking cities researchers, population decline presents planning challenges (such as the increasing perforation of the urban fabric and infrastructure over-capacity) that are not found in growing communities. These unique challenges require unique solutions and, as has been found by researchers such as Knoop (2014) and Leadbeater (2008), simply superimposing growth-oriented planning strategies onto a shrinking community is unlikely to be effective in addressing the effects of population decline. At the same time that the need for decline-specific planning strategies in shrinking communities has increased, another trend has been gaining strength in planning practice in many countries, in particular Australia: that is, the neoliberal-inspired trend to standardize local planning policies in order to facilitate growth and development. In 2006 in New South Wales – Australia's most populous state whose capital Sydney continues to grow at a rapid rate - the State government introduced a standard planning template for all of its 152 Local Government Areas (LGAs) in an effort to streamline zoning and development controls. The standard template, which contains standard definitions, zones (including permitted and prohibited uses) and clauses, must be used by all local councils in preparing their Local Environmental Plans. While there is room for some local discretion (for instance, local councils write their own aims and decide which zones to apply and where the zones go), any discretion is subject to state government approval. In addition, the use of local discretion must be consistent with a raft of State Environmental Planning Policies, which override any conflicting local government policy. In this paper, I ask the following question: is the desire to create certainty in planning policies inhibiting the ability of shrinking communities to address their unique planning challenges? More specifically, have shrinking communities in NSW been able to use their limited



discretion to craft decline-specific strategies or are the LEPs of shrinking LGAs effectively indistinguishable from the plans of growing communities? Using desk-based analysis of NSW state planning policies and the standard template and of Local Environmental Plans in three shrinking LGAs in NSW (the City of Broken Hill and the Shires of Bourke and Balranald), this paper explores whether and if so, how, shrinking communities in NSW have been able to adapt a standardized planning policies to suit their demographic circumstances. Overall, I argue that the neoliberal trend towards standardization is problematic for effective planning in shrinking communities not only because it values growth at all costs but also because it values certainty and streamlining over innovation and creativity, both of which are desperately needed in shrinking communities.

## 1133 | THE ROLE OF RENEWABLES IN GREENING THE SHRINKING CITY

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**ABSTRACT:** This paper looks at municipal policies towards greening urban areas in the context of shrinking cities. Case studies are taken from NW Europe, in particular the UK and Germany, with an emphasis on schemes that facilitate land-use change to favour renewable energy sources such as wind power and photovoltaics (PV).

It considers the impact of renewables on change in land-use values, including the contribution of:

- fiscal incentives such as direct subsidy, tax credits, and tradable permits
- economic value of power produced, including feed-in tariffs
- planning process and governance
- interaction of local and national policy goals
- economic value of secondary usage such as pastureland or flood alleviation
- value of alternative usage, including building development, agriculture and leisure use
- convertability to previous or new use

The paper utilizes option methodology to look at the potential for destruction as well as creation of value in the installation of renewables; and how this might be used to guide decision making in this area.

## 1166 | INTRODUCING ADAPTABILITY AND REVERSIBILITY IN URBAN PLANNING STRATEGIES FOR SHRINKING CITIES

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**ABSTRACT:** “The shrinking spaces /cities can be understood as the “side products” of a complex system, where the “glocalization” (a destructive and creative process with its dialectical components, spatial, economic, social, and environmental) - upsets the traditional regulation, and shuffles the urban system and its hierarchy becoming unstable.” (Cunningham-Sabot, 2012)

Shrinkage is therefore the result of different, concurrent and sometimes divergent causes. It is materialized at different scales and works on different temporalities. Shrinkage is a global dynamic, but it is fully embedded of local processes of development. Thus, it seems no longer possible to dissociate growth and shrinkage. They are two sides of the same coin that this paper intends to jointly analyze. Many European cities with more than 200.000 habitants which suffered from shrinkage between 1995 and 2005 (Turok et Mykhnenko, 2007) continue to shrink. On the contrary, some others, such as Leipzig (Germany) are nowadays resurgent cities. They have started to gain population and a certain economic stability. It is also the case of Nantes (France). Its population and economic base stagnated in the late 1980s but it is nowadays one of the most dynamic cities in France.

Local planning and policy strategies should precisely help cities to adapt to uncertainty. Analyzing the Leipzig and Nantes cases, the aim of this paper is to propose a reflection on adaptability (Brandstetter, 2005) and reversibility (Fernández, 2013 ; Scherrer et al., 2013) in public action. In order to adapt to uncertain futures, planning should be able to revise or reconsider its choices and actions. Proposing

adaptable strategies requires a temporal approach to planning. In this context, the aim of urban planning is no longer to anticipate a certain future or set definitive rules, but to envisage open and reversible strategies connecting the past, the present and the future of the city.

We think reversibility and adaptability are a challenge for urban planning in shrinking cities. This paper is a comparative study between the project of Ile de Nantes, where a guide-plan was regularly revised for the period of ten years (2000-2010), and the flexible policy of temporary uses for vacant spaces of the city of Leipzig

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## SLOT T21.S05 | ROOM C9 | DAVIDE PONZINI | POLITECNICO DI MILANO

### 362 | TECHNOLOGY USE AND ITS INFLUENCE IN TRAVEL BEHAVIOR AND URBAN FORM

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**ABSTRACT:** It is likely that the current generation that has been born and/or is growing up immersed technology filled world can perceive the space and distances from a different perspective than earlier ones. The speed by which technology is evolving increases day by day and, moreover, people and companies are discovering and consolidating different ways to take advantage of the current available possibilities that the devices with internet connection can offer. In this context, an important concept is the mobile ecosystem, that in accordance with Berger, Mason and Muir (2016) is composed of a set of tools that can be used while people are moving around to communicate and obtain information online independent of the person's location, i.e. devices that can easily be carried anywhere and have the ability of staying online at any time. The mobile ecosystem has changed the way by which people set about in their daily activities and interact. Another change is related to social media that works by reducing boundaries, decreasing the perception of distance between people who live apart. According to Inman (2012), despite of the already existing literature on digital consumer, the growing diffusion of smartphones expands the possibilities of studies through researches on how an always connected environment can influence consumer cognitions and choice and how the social media is changing the way people interact. In this context, the mobile device with internet connection is re-defining, in some extent, the space, when activities are detached from specific places. The consequences of these changes have a high potential of impact in a city's layout and mobility patterns for the current and next generations. According to Castells (2000), the format of the cities is changing, having the network of communication as a guide, where the technological infrastructure that builds up the network defines the new space, very like railways defined economic regions in the industrial economy. The distance is being considered in a different way due to internet connection/access making people, nowadays, consider living in places that are not well connected by transit because the increase easiness of obtaining reliable and real-time information about the services. In this sense, this study sought to examine prospects for the future related to possible changes in mobility and living patterns for the current and next generations and what could be its implications in city's layout and mobility patterns. To achieve it, a systematic literature review will be developed aiming to identify tendencies and changes that have occurred during the last decades that affects the way people move around and choose places to stay. It is expected to contribute to the knowledge by studying the links existent between these concepts and the evolution/variations in their relationships.

### 374 | EMERGING MOBILITY PATTERN OF GENERATION Y: A STUDY OF THE GREATER TORONTO AREA

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**ABSTRACT:** Using 2001, 2006, and 2011 household travel survey data from the Greater Toronto Area, this paper examines emerging mobility pattern of Generation Y – persons born between 1980 and 2000 – also called the millennials. The paper finds that teenagers, and young adults in their early twenties from Generation Y are obtaining their driver's licenses later; using public transit more; and driving marginally less as compared to the preceding generation. These differences begin to diminish as the Generation Y young adults age. There is no evidence of decreased personal automobile dependence among the Generation Y adults older than 30 years. The paper recommends that planners revisit policies that aim to reduce automobile use. Innovative thinking may be required to reduce driving and increase public transportation use among this still young generation.

## 868 | REPLACEMENT MIGRATION, LABOR FORCE, AND PROSPECTIVE AGE: PROJECTING FUTURE LABOR FORCE REQUIREMENTS FOR PORTUGAL (2015-2060)

João Peixoto<sup>1</sup>; Isabel Tiago Oliveira<sup>2</sup>; Daniela Craveiro<sup>1</sup>; Jorge Malheiros<sup>3</sup>; Eduarda Marques da Costa<sup>3</sup>; Vitor Escaria<sup>1</sup>; Diogo Abreu<sup>3</sup>; Paula Albuquerque<sup>3</sup>; Maria Teresa Garcia<sup>1</sup>; Cristina Gomes<sup>4</sup>; Maria João Moreira<sup>5</sup>; José Alves<sup>1</sup>  
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**ABSTRACT:** The replacement migration concept allows us to quantify the ageing demographic process in order to ensure certain population features, such as the size of the working age population. This approach, however, typically applies fixed aims and age groups across the projective intervals, thus not considering the social and dynamic character of such definitions. The current paper results from on-going interdisciplinary research concerned with the connection between demography, economy, and social policy. Taking Portugal as a case study, the concept of prospective age is introduced in order to attend to those limitations and to update the definition of working age population according to life expectancy gains. Considering (prospective) working age population as the adult population with more than fifteen years of life expectancy, replacement migrations for the Portuguese population are estimated to ensure, between 2015 and 2060 the maintenance of the size of working age population and the maintenance of the ratio progression of the ageing population process than the ones projected by the classic approaches. Between 2015 and 2060 the size of the resident working-age population in Portugal is expected to decrease, yet an average year net migration of similar size as the registered in beginning of the eighties could compensate it. Even so, maintaining the ratio between working-age population and older adults would require a bigger population input. The approach allows to project the evolution of the population ageing process based on non-static definitions of working age. It provides a more balanced perspective with the legal age retirement rules of the country (retirement age is defined in relation to life expectancy gains), underlining the need to further integrate economic and social dimensions to calibrate population projections.

## 1073 | A THEORY OF INFRASTRUCTURAL JUSTICE

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**ABSTRACT:** This paper asks whether it is possible to construct a theory of infrastructural justice. Furthermore, whether the insights provided by the disciplines that contribute knowledge to the study of planning and the governance of space provide a basis for theory that encompasses a broader definition of infrastructures. Important contributions from transport (Martens 2017) and urban planning (Feinstein 2013) consider the implications for justice of the spatial manifestation of infrastructure that shapes the built environment directly. Yet the relatively recent impact of 'non-traditional' (Frischmann 2013) infrastructures (the internet new forms of knowledge such as artificial intelligence, genetic engineering, the systems that govern them and knowledge infrastructure that underpins them) pose questions about the extent to which this knowledge is applicable to infrastructures that have limited or little direct spatial impact. There are good grounds for arguing that a theory of justice is required given the profound indirect or downstream impact of such infrastructures upon human societies. They have the capacity to reconfigure the relationship between labour and capital, create new forms of life and new means of production.

This paper begins to sketch out; what philosophical basis might a theory of justice draw upon (utilitarianism, egalitarianism, pragmatism, capabilities theory or Rawls' theory of justice); what theories are currently applied and the consequences of this; what issues might a theory of justice be required to address. For the latter existing knowledge provides a valuable basis gained from the study of the 'traditional infrastructures'; transport, energy and communication systems. Issues of justice between generations, species, winners and losers and what constitutes just compensation for the losers have all been the subject of research and debate. The questions posed in this paper concern the extent to which these issues can also be applied to non-traditional infrastructures. Differences include the role of private entrepreneurial actors in their production, the boundaries between new technologies and the point at which they become infrastructures and finally the cumulative and network, downstream externalities generated by the interaction of traditional and non-traditional infrastructures. One example of the latter would be the clear implications for justice generated by the use of self-driving cars in the interaction between, on the one hand, artificial intelligence, networked digital technologies and on the other, analogue systems for the regulation of road infrastructure.

Within the question of the possibility and desirability of a theory of infrastructural justice is its relationship to planning. As a practice concerned with the governance or regulation of the spatial consequences of technological change is it purely concerned with downstream externalities of new infrastructures? If this is the case, then existing theories of justice may suffice. If, however, planning is a public interest activity aimed at achieving socially just outcomes then perhaps what is required is theory that enables normative aims to be written into new technologies at the point at which they become infrastructural.

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13 JULY | 11:15AM

SLOT T01.S06 | ROOM V0.03 | TORE ØIVIN SAGER |  
NORWEGIAN UNIVERSITY OF SCIENCE AND TECHNOLOGY

## 39 | PLACES OF DIGNITY: SHAPED BY KNOWLEDGEABLE RULES OR EXPRESSIONS OF AESTHETIC EQUITY?

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**ABSTRACT:** The Lacanian symbolic order and the imaginaries that this order shapes tends to define what constitutes a 'good' place, including what represents a place of dignity, as well as for whom, for the majority of a polity embroiled in its dominant ideology (Gunder 2016). Yet these spaces also tend to exclude those that do not conform to the norms of this majority – for they are Other – not worthy of dignity, or even often acknowledgement of existence. This paper will explore this marginalisation through a Lacanian lens, but one tapered through the aesthetic political insights of Jacques Rancière.

Rancière (2010:36) would contend that planning and its related disciplines, which attempt to manifest these knowledgeable symbolic rules of space, constitute a dimension of what he calls the 'police', whose 'essence lies in a certain way of dividing up the sensible'. Rancière (2010:36) calls this division the 'distribution of the sensible', which 'separates and excludes' and only allows space for participation for those who constitute groups with appropriate 'ways of being', without leaving any place for those that are excluded, and it is this exclusion 'that constitutes the police-principle at the core of statist practices'. If you do not conform to the established order – say you are an immigrant, unemployed, defined deviant, etc. – you are simply excluded, not seen, or not even heard, as you figuratively lack speech and the ability to have a valid discourse, at best, you are simply a voice without rational speech 'signaling pain' (Rancière 2009:24).

Rancière (2010:36-37) considers that meaningful '[p]olitics stands in distinct opposition to the police' so as to 'make the world of [all] its subjects and its operations seen', as well as being heard as having valid speech. Indeed, 'Rancière's politics involves disruption of common sense, understood as habitual or routinized ways of perceiving and making sense of the world' so that the arguments of excluded subjects may disrupt the established order and extend what is sensible to include the Other (Dikeç 2015:38). Further, drawing on Kant's (2007) 3rd Critique, Rancière (2006) gives due weight to the value of aesthetic judgement in his inclusionary politics, resulting in a freedom of reliance on symbolic understanding and the resultant class advantage provided by Bourdieuan social, or other, capitals. This provides potentially a more equalitarian means to decide political preference and action 'with an absence of rules and standards, free from pre-given determinates', potentially constituting a more inclusionary politics of equity for all (Dikeç 2015: 28). The paper will evaluate the implications of this aesthetics approach for equitable political engagement as an alternative to traditional political processes that legitimize this exclusionary 'partition' of the sensible and considers what this may imply for planning for actual places of dignity.

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## 42 | CITY-MARKETING POLICY AS GENERATOR OF URBAN DISCONTENT

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**ABSTRACT:** This paper provides a post-structural understanding of the intensification of urban discontent as one of the consequences of the implementation of city-marketing policy. Under the hegemony of neoliberal-globalism, the entrepreneurial state has largely deployed market-oriented policies including city marketing to attract flows of people and investment from the global market. According to Deleuze and Guattari (2009), these flows of capital and people are vital for the capitalist city existence and its functions, particularly its constant economic growth. These neoliberal policies generally promise, or fantasise, further capital surplus value (capital gain) and non-capital surplus value (advanced enjoyment) to their residents, international investors and new arrivals (Masumi, 1992). The paper explains why these city branding policies are inherently unable to materialise their promises at least for a large number of both residents and new arrivals. The Lacanian concept of 'society of commanded enjoyment' is deployed to examine the role of neoliberalised policies in the reproduction and augmentation of urban discontent in late capitalism (McGawen, 2004). To provide a good understanding of the intensification of urban discontent as a consequence of the city branding policy, this paper investigates the Auckland Council's aim to make Auckland the world's most liveable city to show that how the Council has deployed its target as a component of its city branding policy which aims to attract international investors and skilful immigrants to Auckland (Auckland Council, 2012). Auckland Council promises advanced enjoyment (non-capital surplus value) to its residents, foreign expats and visitors by living and investing in the world's most liveable city. Nonetheless, the promises cannot be delivered to a large number of its residents and new arrivals. For example, the current housing price inflation in Auckland is only one of the consequences of the implementation of neoliberalised policies. Foreign investors and flows of immigrants are often recognised as the main causes of the housing price inflation in Auckland. In other words, the new arrivals are used as the scapegoats and are demonised as the people who steal enjoyment of the host society. Moreover, the production of urban discontent as a malfunction of neoliberal-globalism is largely misinterpreted or overlooked.

## 353 | ROLE AND GOALS OF ONTOLOGICAL ANALYSIS IN UNDERSTANDING SPACE AND PLACES

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**ABSTRACT:** Planning requires to deal with a large number of information types and heterogeneous relations. This situation is unavoidable because different 'layers' of knowledge are needed to understand the territory and its processes. In particular, the organization of the territory is strongly based on spatial cognitive frames, representative and perceptual constructs of the agents. These aspects of spatial cognition influence the understanding of the lived space and can be essential for decision making in environmental governance. Furthermore, large degrees of uncertainty are always present at different level and need to be managed by adjusting the planning activities. (Rabino, 2014; Batty, 2009)

A territory becomes the subject of planning from its physicality to its status of interconnected place. Place here means an articulated entity with a spatial substrate and many aspects: an interpreted space, a reasoned space, a space enriched with feelings and semantic meanings, and even the result of an aesthetic fruition of a space. Every single agent in a space brings a point of view on it, sees that space as a place or even as many interacting places. Many of these points of view with their social, cognitive, cultural contexts remain unknown at least in part.

Ontological analysis is an appropriate approach to structure and even elicit heterogeneous knowledge while ontologies, as theoretical artifacts characterizing the intended meaning of a vocabulary in terms of the nature and structure of the entities it refers to (Guarino, 1998), are suitable to manage such knowledge.

Our case study is the making process of the strategic plan of Taranto, an Italian industrial city, extended to 2065. We already started community-based, interactive processes aimed at building future scenarios. The

different types of elicited knowledge need to be integrated to make a sensible model of the territory and its possible evolution. Via ontological analysis we aim to increase confidence on the resulting model of this complex city. The first goal is to structure the available knowledge to make clear the different types of entities involved and their interactions. This structure can be exploited for a deeper understanding of the different places one can see in the territory making sense of the spatial constraints, the quantitative and qualitative relationships, and the views of agents.

Accordingly, the initial step is the organization of knowledge. We discussed and separated knowledge levels and here propose a core system which consists of the spatial, artifactual, cognitive, social, cultural and processual levels. These levels have finer sublevels, e.g., the artifactual level is formed by the material (where one understands space in terms of materiality), structural (where one understands space in terms of qualified components), proper artifactual (where one understands space in terms of intentionality), functional, and production (where one understands space in terms of manipulation) levels.

By developing such a knowledge structure, we provide a conceptual and computational tool for an effective, transparent, flexible and extendable system for urban planning.

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## 383 | DECIPHERING PLANNING CONCEPTS FROM A PERSPECTIVE OF LACAN'S FOUR DISCOURSES - A CASE STUDY OF URBAN VILLAGE IN BRITISH PLANNING POLICY

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**ABSTRACT:** In the contemporary age of information explosion, numerous new planning concepts are being invented in pursuit of better urban environment, whilst many concepts in planning disciplines remain notoriously difficult to define. Many planning scholars and practitioners doubt the validity and effectiveness of some planning concepts, such as public interest (Campbell and Marshall, 2002) and smart growth (Downs, 2005). This article infuses Lacan's Four Discourses into planning theory to decipher how the complex social relations influence the process of applying planning concepts to urban policy and urban projects, with a focus on the urban village in British planning policy.

This article employs Four Discourses theory since the complex social relations behind urban policy and urban projects can be decoded through the tangible analytical tools of Four Discourses schemata (Lacan, 2007). Lacan's theory provides an insight into the process of how ideology shapes social reality, and enables scholars in other fields to understand a cautionary portrait of thinking-as-it-happens. Therefore, the social effects in the discussion and implementation of planning concepts can be analysed according to four fundamental social effects in the schemata: indoctrinating; governing/rationalising; desiring; analysing/subverting. This helps to find the real motivation, the targeted audience and the actual production of planning discourse.

After a brief introduction of some fuzzy concepts in planning disciplines, this research focuses on the vicissitude of urban village in British planning policy and urban development. This concept, supported by Prince Charles, was popular among planners and estate developers in the 1990s and early 2000s and was applied to more than 40 urban projects. At its peak popularity, it was included as a section in UK Government's core planning document - Planning Policy Guidance 1 in 1997 and its urban projects were supported by various public funds.

People involved in the British Urban Village Campaign were categorised into several groups depending on their positions in the campaign: Prince Charles, members of Urban Village Group, UK Government, English Partnership, estate developers, rational researchers and commenting journalists/architects. Through the analysis of public speeches, government documents (planning guidance, funding initiatives and local plans), academic publication and media reports, it uses the analytical schemata of Four Discourses to probe how people in different social positions understood, participate in and reacted to this then-new planning concept and how they interact with other social groups.

It reveals that the planning concepts like urban village are understood differently depending on the individuals' social positions. To some extent, their social positions, rather than how progressive the planning concepts really are, determine their potential actions towards planning concepts. This explains the uncertainty and mutability of planning concepts in planning disciplines and discloses the real product of planning concepts discussion.

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## 768 | SUPREMACY PLANNING: THE ROLE OF STATE FANTASY AND PLANNING IN OPPRESSION PEOPLE AND COLLECTIVE GROUPS

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**ABSTRACT:** This paper interrogates the role of state planning in marginalizing and oppressing disadvantaged groups. Yet, little theorization has thus far considered the role of planning as an instrument of marginalization and domination. We currently lack a conceptual framework to illuminate the role of state planning in tyrannizing and marginalizing people. Though valuable in itself, the extant literature exploring conflict and marginality limits itself to the socio-spatial and political descriptive aspects of marginality and conflict and overlooks the specific role of the 'planning prism' – that is, the practices, conceptions, and process of spatial planning – in oppressing disadvantaged collective groups. To fill the gap, building on the Lacanian perspective, this paper theorizes supremacy planning, as a new theoretical framework for understanding the powerful role of planning in producing conflicts and oppressing groups. Supremacy planning is intimately linked to the desires, lacks, and fantasies of the state's hegemonic apparatus. The supremacy fantasy serves to bridge a perceived lack and aims at achieving ethno-nationalist 'harmony' and 'wholeness' while excluding, marginalizing, and oppressing 'others', those who prevent 'us' from being a 'whole'. Planning serves the hegemony fantasy, and plays a powerful role in filling the 'lack' of incompleteness on the ground through its spatial measures. This paper analyzes several examples of supremacy planning from different countries around the world: South Africa, Iraq, and Israel, and. In these countries, supremacy planning is used to achieve social, ethnic, or ideological domination through processes that inevitably distinguish between different social groupings, causing hardships to some and working to the benefit of others. In this paper, I conclude that supremacy planning is also a violent process, involving coercion over capital, demography, and other material and symbolic resources, and manipulation of its 'ideological' agenda in the guise of planning.

## 1163 | PLANNING THEORY, A 'DECONSTRUCTIONIST-TURN': ARE WE THERE YET!

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**ABSTRACT:** Deconstruction' is the attractive Derridean project, which he describes as 'the opening of the future itself...'. Deconstruction destabilizes inherited concepts and traditions, towards '...what remains to be thought ...[that]... cannot be thought within the present'. Interestingly, it has established an 'awkward' interaction with the city design and planning through architecture theory and practice. It has simultaneously flirted with planning theory in reflection to the institution: 'dark side' of practice and the design-process: the planning model. However, it remained on the periphery of the developed debate.

But, like the question raised in architecture, 'what is there to deconstruct in Planning?'

Deconstruction is not a method, a critique, an analysis or a reading; there are no steps, rules or criteria to be applied to a content: theory, practice, institution etc. It essentially works from inside the content; totally dependent on the nature of this content (planning theory), author/ reader (involved actors, planner, citizen, government etc.), and contextual reality embedded in time. Deconstruction thus literally, turn things –a

theory, interpretation, an object—, upside-down or the other way around by searching for a conflict in representation. They identify the structure, the inconsistencies, and the weak and missing points within the content. The content is exposed and deconstructed from inside; i.e. deconstruction hold the potential to allow planning theory deconstruct itself, to destabilize the inherited frameworks and opens the way to new interpretations and traditions.

Are we there yet?

The planning debate is literally going through a turnabout with an unidentified exist. The debate involves the disciplinary knowledge: the role of space/place, geographies and social construction; the design-process/ product: the liberal/ agonistic becoming of the city and involved citizens/ consumers; and the institution of public/ private space and the relational power within. It simultaneously, questions the city author/ reader, the role of the planner, the citizen, the institution. Furthermore, the debate is co-dependent on contextual temporality.

This paper thus explores the development of the planning model drawing on deconstruction strategies. It identifies the planning content through the themes of disciplinary knowledge, design-process and institution, and questions the role of the city author/ reader: planner, citizen and other involved actors. This reading aims to destabilize the previous established debate, as a primary step towards a new exist.

**SLOT T01.S14 | ROOM V0.04 | ALESSANDRO BALDUCCI |  
POLITECNICO DI MILANO**

## **1016 | WE MISS PLANNING STANDARDS. CRITICAL THEORY VS. THEORY-IN-USE IN MEMPHIS, TN**

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**ABSTRACT:** After looking, for decades, at the need of broadening the field of Planning breaking its traditional institutional boundaries, in the search for what can be done to enhance the openness of old-fashion, authoritarian, even technocratic institutional planning bodies, planning theory is now forced to look back, so that the baby is not thrown out with the bath-water. In the face right-wings' political gains all around the globe, even past narrow definitions and limited conceptualizations of public good and/or public interest in planning, inspired by XX century political ideologies, look like precious achievements that well-intentioned planners might wish to reclaim in their daily encounters with post-political decision-making.

This paper compares contemporary planning theory assessments of the old conceptualizations of the public interest and/or the public good with the theories-in-use in one non-European practical case, the city of Memphis, located at the earth of the US South. Over the past decades, like in many other mid-sized US Cities, most Memphis inner city neighborhoods have been facing significant decline in favor of the growing suburbs. In order to counteract the decline while lifting up its shrinking real estate market, the City of Memphis and several local organizations and foundations have sang the praises and explicitly relied on City Planning tools (e. g. recent revision of the Urban Development Code, initiation of a new Comprehensive Planning process). From a European perspective, however, the excitement shared by many planning enthusiasts in Memphis is hardly justified. Voices asking for less government are getting louder, while rules and regulations included in the official planning documents are easily amended. More importantly, the overwhelming majority of the financial transactions for urban revitalization and community development projects rarely involves official public bodies. What is the relevance of Planning in such a context?

Drawing from empirical research conducted by researchers at the Department in City and Regional Planning at the University of Memphis, the paper discusses the opportunity to re-asses the theoretical value (even the international relevance) of the European tradition of strong institutional planning.

## **1132 | TERRITORIAL OPPORTUNITIES IN URBAN REQUALIFICATION PRACTICES**

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**ABSTRACT:** The urbanization of the last thirty years shows a deeply changed context compared to the functional and morphological orders of the previous periods.

Some research studies on the Italian territory (such as the It.Urb.80 research on the state of urbanization in Italy of the eighties, coordinated by Giovanni Astengo and Camillo Nucci between 1987 and 1990; the Itaten research sponsored by the Ministry of Public works in the nineties, and more recently, the PRIN Postmetropoli - Post-Metropolitan Territories as Emerging Urban Forms research) and monographic contributions of some authors (as for Italy, F. Guess, B. Secchi, G. Dematteis, A. Bonomi and A. Abruzzese) showed not only the trends and dynamics of contemporary urban production but also some consolidation factors, that at least in the recently developed areas, express indisputable need for (re)signification and (re)qualification. Latest settlements, that go beyond the limits of the "compact city", towards huge areas, in an incessant mixture of artificial and natural elements (rural or agricultural), lead to assume for the city project a territorial perspective, whose "dominants" are different from those that have fed the urban ideal in the modern city. The urban relation between city and territory isn't new and some forms of "citizenship" projected in the wider context of the territory, inspired, for example, the anti-urban

utopianism of late nineteenth century, the theories of the Garden City and can also be found in European and north American experiences related to New Urbanism and Regional planning. However, we intend to propose a reflection not restricted to the consideration of "green" and "natural" resources of territorial dimension. The ambition is to expand and organize the framework of the factors involved in the production of new forms of urbanity, taking into account the contribution of renewed relations with the "externality" of highly complex environments and the "alterity" of the multiple actors that interact with the scene (Raffestin, 1981). The following insights, also through the account of some experiences, aim at reconsidering the "territorial complexity" by the framework of the elements (both in a physical-material and a social-relational way) that come into play in the spread condition of the city, also as an incentive for the future prospects of consolidation and rebalancing. In this sense, the territory - and its values and resources - is designated to assume a vocation for consolidation and offers several incentives for the exercise of renewed design skills, from an effectiveness perspective for contemporary practices and long-term outcomes.

## 1157 | 'DO YOU UNDERSTAND?' - TOWARDS IMPROVING THE COGNITIVE FIT OF EVALUATION TOOLS THAT SUPPORT INTERSUBJECTIVE SPATIAL PLANNING

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**ABSTRACT:** Both in scientific literature and in practice, there is an increasing emphasis on (cross)-linking of spatial and infrastructural developments. A combination of infrastructural and spatial measures may ensure increase of the spatial quality of the area as a whole from the idea that linking interests and functions leads to added value (Elverding, 2008; Heeres et al., 2012). Evaluating this added value requires the use of evaluation methods, but in practice it proves difficult to measure the alleged added value. Given this difficulty, it seems important to work towards an analytical framework to guide the evaluation practice in reducing part of this. In a complex situation with multiple stakeholders, and a time elongated task, evaluative information needs to be suitable for different people, to improve the cognitive fit between multiple tasks by different people (Vessey, 1991). We see great merit in a continuous access of stakeholders during the project planning process to the increasing insight into 'understandable metrics' on the most important value components. Based on literature analysis, we found three key elements for a three step evaluation process through time: 1) criteria: values in the area/transport network and criteria on which to evaluate plans; 2) alternatives: designing physical changes, plan components and alternatives and their impact on criteria; and 3) decision-making: integrated evaluation of, and summary statements on, the added value of different investment plans. Directly related to these are then the three 'understandings' of the combined (added) value in the context of transport infrastructure- and spatial development: 1) understanding key values of the area and the infrastructure network; 2) understanding value changes per plan component, and; 3) understanding resulting value tradeoffs of plans and plan components for decision making. We will address the importance to consistently aim for improvement of a cognitive fit which allows comparison across different spatial projects.

## 1268 | PROTOTYPES AS OPEN-ENDED ARTEFACTS IN URBAN DESIGN

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**ABSTRACT:** This research paper aims to present a discourse regarding the notion of open-ended in urban design and builds on the hypothesis that the notion of open-ended cannot be detached from the 'process'. This does not necessarily concern prescribed rules of actions but the act of defining the relations between possible actors as well as that a specific outcome of the design is not the main concern of the design process. According to this argument, design should be considered as an 'infrastructural' rather than a 'projecting' process. The paper demonstrates that in order for the actors involved in a design process to develop or maintain relations towards an open-ended process, they need mediating devices, which are used both as representations for the evolving object of design and as means for aligning the different resources of a project. The paper focuses on 'prototypes' as important mediating devices and the process of 'prototyping' as an inseparable process for open-ended design approaches. It furthermore demonstrates



that the prototypes' open-endedness extends beyond the lab's environment and scientific research, from the everyday inventiveness of people through Lévi-Strauss's bricolage process, to Maki's inherent attributes of 'Group forms', to Alexander's 'patterns', to Habraken's concept of 'supports' or even to real life urban projects. The author employed analytical approach methods regarding selective contemporary urban projects that included in depth interviews with the projects' key actors in order to study the practical application of the aforementioned ideas.

**KEYWORDS:** Open-ended design; mediating devices; prototyping

**REFERENCES:** Alexander, C., Ishikawa, S., Silverstein, M., Jacobson, M., Fiksdahl-King, I., & Angel, S. (1977). *A pattern language: Towns, buildings, construction* (center for environmental structure). New York: Oxford University Press; Björgvinsson, E. B. (2008). Open-ended participatory design as prototypical practice. *CoDesign*, 4(2), 85-99. doi:10.1080/15710880802095400; Star Leigh, S., & Griesemer, J. R. (1989). Institutional ecology, 'translations' and boundary objects: Amateurs and professionals in Berkeley's museum of vertebrate zoology, 1907-39. *Social Studies of Science*, 19(3), 387-420.

## 1296 | ON WHAT GROUND STANDS STRATEGIC PLANNING?

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**ABSTRACT:** We live today in a world where there is enlarged freedom for many of us to invent and reinvent who we are. This freedom, in late capitalist modernity, has also come at a cost. The freedom to invent and reinvent is grounded on an expectation that we can renegotiate the fundamental threads of what we are, and what we are known as. It has spread beyond the individual to our institutions, political parties, and of course public persons. No longer is it possible to say definitively what or who someone is, nor is it possible to hold them to account for who or what they said they are or would be. Such holding to account would be tantamount to a reduction of their liberty.

This paper explores what impact this lack of saying, and lack of accountability for what was said has on strategic plans. Starting from Hannah Arendt's discussion of the loss of the public realm, we explore the consequences for strategic planning of this capacity to reinvent ourselves and consider how in this pluralist and individualised world a collectively arrived at vision of the future might be grounded and survive beyond the next saying of ourselves.

## 1298 | TRANSDISCIPLINARITY IN URBAN STUDIES: FROM PREACHING IT TO DOING

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**ABSTRACT:** Transdisciplinarity is emerging as the new methodological trend in urban research. Research funded under the umbrella of the European common framework, more and more often, is explicitly invited to opt for activating transdisciplinary dynamics among research partners. Such approach should encourage constructive dialogue among diverse disciplines and views and resulting in knowledge co-creation, leading to periodic re-formulations of the research questions at issue and extending the reach of the findings from research to practice - and vice versa. Not surprisingly, several important projects tackling complex urban challenges have opted for endorsing transdisciplinarity as a means of knowledge co-production. From preaching to 'doing' transdisciplinary research, however, there is a clear difference. Based on the experience under development in the context of the NATURVATION project, in which the Netherlands Environmental Assessment Agency participates together with a number of international partners, in this paper I will reflect on the distinctive elements of transdisciplinary research design in comparison to, respectively, interdisciplinary and collaborative research design. In particular, I will show how the effective implementation of transdisciplinary approaches demand to participants to actively engage with the formulation of questions and challenges from perspectives other than their own - letting go, somehow, of their acquired disciplinary identity. I will conclude by providing some practical suggestions regarding how to facilitate and promoting such attitude among research partners and stakeholders, and I will highlight the relevant disadvantages and benefits.

## SLOT T02.S06 | ROOM V1.02 | ANDREA FRANK | CARDIFF UNIVERSITY

### 135 | PLANNING FOR MENTAL HEALTH AND WITH PSYCHIATRIC PATIENTS: LESSONS FROM A STUDENT WORKSHOP

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**ABSTRACT:** This paper will present a unique pedagogical experiment: a workshop with master students to plan a new psychiatric institution, working along with young patients with mental illness. This workshop was sponsored by a Parisian psychiatric hospital that wishes to reorganise its activities throughout the city while contributing to social inclusion of its patients. The workshop lasted for four months, one day a week. After presenting the different stages of the workshop, this presentation will focus on the analysis of the conditions and difficulties of such innovative and inclusive pedagogy. This experiment raises several issues related to inclusion and dignity through planning practices and the education of future practitioners. In this contribution, two of them will be considered.

The issue of mental health is quite new in urban planning. In France, this has to be understood as an effect of the changes of mental health institutional practices. Indeed, with new therapies, ideological turn, and financial austerity, psychiatric hospitals are shrinking, toward a new paradigm of care. Institutions are back in town as much as mental diseases patients. How to consider the right to the city and to dignity of this stigmatised population? Can planning contribute to their destigmatisation?

The other specificity of this experiment was to organise working session along with young patients with mental disease, in order to understand their perception and practices of the city. Working with those can be seen as extreme users of cities led to rethink about collaborative planning practices. What is the nature and value of the knowledge produced? What does it imply to work with users for planning and for planners (as individuals)? Working with young psychotic is an emotional and sometimes unsettling experiment. Their troubles and behaviours may affect the students, remind their personal anxiety. This means the educator has to be attentive to both the learning and pedagogic process and to the emotional and instability the students may face.

### 444 | 'A DAY TO CHANGE A100 YEARS NEIGHBORHOOD': A WORKSHOP ON TACTICAL URBANISM

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**ABSTRACT:** The studies on tactical and/or temporary urbanism seem to be attracting a lot of attention recently. The aim of this 'new wave' is basically to put the user experience and design forward in urban space. The fundamental argument seems highly significant especially when the problems related to the top-down, expensive, static, comprehensive and long-lasting planning understanding. This perspective can be exemplified with the fast-growing literature (eg. Hou, 2010; Shepard, 2013; Chase et al., 2008; Bishop et al., 2012; Oswalt et al., 2013; Lydon et al., 2015). Temporary Urbanism, Pop-Up Cities, Tactical Urbanism, Guerilla Urbanism, D(o).I(t).Y(ourself) Urbanism are some other most frequently used terms in a large body of literature, all referring to variety of degrees to the notion of everyday urbanism. Everyday urbanism is developed as a response to the questions of carefully planned, officially designated and often under-used public spaces (Chase et al, 2008). However, as this trend climbs up, the questions to pose instead of immediately internalizing increase as well (see Neil Brenner's essay 'Is Tactical Urbanism an Alternative to Neoliberal Urbanism?'; and Ferreri, 2015).

This paper is about an educational try-out for urban planning, which followed a similar path with this bottom-up, low budget and immediate type of urban design approach(es). The main concern of the

workshop was to be able to work with 20 urban planning students from different universities in a limited time period of four days on a topic that they would feel connected and excited about. Besides this functional aim, the essence of the try-out was to work with the students in a way to make them grasp an important neighborhood's characteristics, potentials and problems; and to bring new ideas, tools to face with the inferences. The limited time and budget merged with the enthusiasm in us to experience the recent and seemingly popular concept of tactical/temporary urbanism; hence the task has set as 'Neighborhood Atelier: Thinking together, on site and on time' and the study site was selected as 100. Yıl (100. Year) Neighborhood in Ankara-Turkey. There were four groups of students, each composed of five people. After a brief and critical introduction to the concepts and the content of the workshop, the students have been taken to a site visit, that was followed by a groups' brain stormings on their tactical approaches within the neighborhood aiming to 'heal' or 'highlight' the existence of an urban problem.

The process and the projects turn out to be new, exciting and educational not only for students but also for us as well. However, the follow-ups we conducted with students and a mid-period observations of the projects within the site raised some critical questions for a theoretical development of a concept and its integration to urban planning education. Some of these questions are: 'What can be the negative sides of motivation and reason for tactical urbanism to emerge?'; Despite of enabling students and urbanist to perform on urban space in a defined time period how can we assess the real impact of the projects if there is any? These and many to follow are aimed to be dissected as a discussion of this study after giving a brief overview of the workshop process, the projects offered and realized; and lastly the students' ideas related to the aim and the process itself.

## 822 - PAIN OR PLEASURE? STUDENTS' PERCEPTIONS OF GROUP WORK IN URBAN DESIGN AND PLANNING PROJECT-BASED LEARNING

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**ABSTRACT:** Group work is widely used in Urban Design and Planning education. It is a key component of learning-by-doing approaches, such as project-based learning (PjBL), that are common in these fields (McCarthy and Bagaeen, 2015). Working in groups is recognized as a valuable instrument to develop students' skills for professions/activities that are largely based on team work across a range of disciplines and "a superior technique for conceptual learning, for creative problem solving, and for developing academic language proficiency" (Cohen & Lotan, 2014, p. 6). But group work raises several challenges such as uneven contribution, poor commitment (Bentley & Warwick, 2013) and conflicts between members (Ives-Dewey, 2009) and is considered the "most significant challenge faced by learners undertaking PjBL" (Harmer, 2014, p. 19). However, there is limited research regarding experiences of group work in Urban Design and Planning, the different challenges it poses to undergraduate and postgraduate students, the challenges of specific types of project work, and how teaching methods mediate/impact the effectiveness of collaborative learning.

This paper aims to contribute to this debate by examining students' perceptions of group work in Urban Design and Planning education in UCL, London. Drawing from a range of undergraduate and postgraduate project-based modules, data will be collected through surveys with students, in-depth interviews with teachers and students, and a number of focus groups with students. The study aims to explore: (1) the learning experience and challenges faced by students, what strategies they use, and how their perceptions change with time; and (2) the impact of different teaching strategies adopted by educators, particularly regarding group formation and management of different students' skills, tasks' design and calendar, and the teaching of preparatory skills (e.g. communications skills). This research provides a more detailed and specific understanding of collaborative learning in Urban Design and Planning, and how to improve it through the design and delivery of learning activities.

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## 857 - PLANNING EDUCATION IN THE CASE STUDY OF THE COURSE OF METROPOLITAN PLANNING IN ISTANBUL

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**ABSTRACT:** This paper examines two planning courses about Metropolitan Planning in Istanbul, as a case study, using a Bourdieu's participatory objectification method.

Metropolitan Planning in Istanbul is a course The Master of Urban Studies Program (with thesis and without thesis) in Marmara University for students to learn and revise planning theory, in addition to discuss about agenda of Istanbul planning. There are totally 39 students in two classrooms, approximately all of them are practitioners, in 2016-17 academic term. 28 students have been working at different level management in several municipalities, two of them are deputy mayor, one of them is alderman. 9 students have been working in NGO's in Istanbul. Only two students are unemployed.

Each course contains 10 units of presentation and discussion. Every unit gets into one lesson in a day of week. Lessons are between one and three hours long, depending on the topic. New topic is presented in a catchy question. Students' criticism and comments are received in manageable quantities for educator, with conversation flowed freely following immediately.

Every lesson was formulated according to interwoven two models: first model is simulation of planning process, second is black box model. More clearly every lesson was build up in classroom with participants into the different models. This paper analysis this experience, which is the accumulation of knowledge and methodology, followed innovation up with working collaboratively practitioners. We learned from each other: Istanbul has broken off theory and practice of urban planning. The paper aims to examine the deviation in terms of the concepts used and the facts of life. The examination is concluded with questions about what we can do right now right here for space of dialogue for place of dignity.

This work was supported by Research Fund of Marmara University. Project Number SOS-D-070617-0398.

## 1057 | GAMES AS DIALOGUE TOOLS FOR SPATIAL AGENCY: AN EXPERIENCE IN PLANNING EDUCATION

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**ABSTRACT:** This study presents the experience of a course offered as an optative module for undergraduate students at Escola de Arquitetura of the Universidade Federal de Minas Gerais, in Brazil. The module proposes the production of games to be used as tools for dialogue in the context of the production of space in the city. The course explores the possibilities of proposing games as places of dialogue in the midst of complexity and the various instances that characterize the process of production of space, taking as its starting point the understanding of space as a product of social relations according to the thought of Henri Lefebvre.

The practice of producing games in the socio-spatial context is in line with the Spatial Agency concept developed by Nishat Awan, Tatjana Schneider and Jeremy Till. The Spatial Agency is an attempt to overcome the conventional way of acting by architects and planners – usually based on the technical-scientific authority – in order to propose collaborative networks in which architects and non-architects seek collectively to construct another way to produce space. The Spatial Agency's means of action range from forms of political activism to the production of pedagogical tools to empower and enable people to work collaboratively for the transformation of their space.

From an anthropological and socio-cultural approach, the act of playing can be understood as a disposition rather than an activity or behavior. In the context of the games applied to planning, this disposition in relating to others is taken to promote a dialogical instance between groups of stakeholders from different backgrounds concerning their references in the modes of inhabiting the city or their understanding of public space. Also, a dialogical instance between planners and community can be facilitated by the game. Games can promote a less hierarchical environment in which the knowledge from both parts can be shared.

Based on the political and aesthetic thinking of authors such as Jacques Rancière and Chantal Mouffe, the course seeks to identify the current moment with the formation of a consensus around hegemonic models of producing and using the collective space of the city. The games, as a shared experience, seek to decolonize the spatial imaginary by means of denaturalizing social and spatial embedded practices that are consensually accepted as the only possibilities. In games, instead consensus, dissensus can be taken as a possibility of political formulation to the range of stakeholders and plural identities that inhabit the cities.

Some games produced by students during the course will be presented and analyzed according to its spatial agency features in promoting the engagement of people to debate the collective space. The games, produced for different spatial contexts, will be presented and classified according to their focus of action, which may be: (1) Games for listening and information; (2) Essays for autonomy in everyday practice (3) Games for strangeness and denaturalization; and (4) Tools for building relational bonds between players and the city.

**SLOT T03.S06 | ROOM V1.03 | LIA VASCONCELOS, CAMILA  
PERRONE | FCT-UNL; UNIVERSITY OF FLORENCE**

## **542 | UNRAVELLING COLLECTIVE CAPABILITIES IN ORDER TO SUPPORT DYNAMIC LEARNING PROCESSES ON SPATIAL ISSUES**

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**ABSTRACT:** The aim of participatory processes is to initiate a durable redistribution of power relations (Arnstein, 1969), aiming at improvements of social and/or spatial conditions. In such a process, it is never clear which actors will/need to be involved, how relations will change, what issues will be addressed, etc. In other words, it is a dynamic process you can't control. From this perspective participatory processes should be approached as collective learning processes (Albrechts, 2004), during which all actors involved experience the added values of simultaneously learning for the group and learning from the group (Wildemeersch & Vandenabeele, 2007).

Scholars stress the need of a normative framework of 'qualities' to guide this learning process. A participatory process should e.g. be open, inclusive, deal with [short and] long term, leave room for dissensus, subjectify and socialize, etc. A number of authors argue that these qualities are contextual and dynamic (a.o Segers et al., 2016). There is however not much literature that specifies how to manage this dynamic character. And especially, how to do this as a 'collective' with a (partly) random and temporary character. Our hypothesis is that collective learning, in a dynamic context, requires capabilities of the collective: how to participate in conditions of conflict, how to understand each other's arguments, how to keep everyone on board, etc. This leads to following research question: What can be a fruitful framework to understand processes of collective learning about spatial issues? In order to answer this research question, three sources of knowledge are interrelated: 2 case studies, 2 theoretical frameworks, and the results of group reflections on both cases and frameworks. These reflections took part in the context of a 'participation-lab', organized by the Association of spatial planners in Flanders (VRP), and gave rise to a number of clusters of collective capabilities. The paper is based on an in-depth study of how these capabilities are collectively reinforced within the cases, using the theoretical frames and analysing the group reflections.

The research results in two kinds of conclusions. The theoretical frames will be assessed in term of accuracy to describe and analyze a participatory process in real time and to evaluate its relevance to stimulate and support collective learning. The collective capabilities detected will be assessed in terms of their aptness in dealing with dynamic situations and qualities. The research also results in recommendations about how the theoretical framework can help spatial planners to apply and support collective capabilities that enhance the participatory potential.

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## 661 | SOCIAL LEARNING AND SOCIAL INNOVATION IN PLANNING PROCESSES: A SOCIAL NETWORK ANALYSIS

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**ABSTRACT:** Urban planning and spatial development processes depend on the exchange of knowledge, experience, social contacts, and innovative ideas – that is, on social learning and innovation (see e.g. Holden, 2008). As urban planning moves towards more incremental urban development and toward the involvement of a larger variety of actors in the process of planning, questions of inclusion hinge increasingly on knowledge-gaps and access to certain social networks. A deeper understanding of how these exchanges and processes work is necessary. Urban planning research has generated a wealth of knowledge on the necessity and critical assessment of incremental, community-linked development, as well as on the process of this type of development (e.g. Albrechts, 2015; Healey, 2015). What is lacking is a deeper understanding of how one process may be influenced by individuals and groups with experience in other similar processes, or without such experience. This article therefore takes a deeper look into the particulars of how the process of this kind of planning develops and how it changes over time, drawing insights from disciplines such as psychology and organizational management. Specifically, we look at how social learning (SL) and social innovation (SI) occur within co-creative planning processes. We apply a social network analysis (SNA), and look for changing patterns of its composition and types of interaction (SI) and flows between actors, focusing in particular on social learning types of flows (SL). To perform this analysis, we used a case study in Groningen, The Netherlands: the Open Lab Ebbinge (OLE). OLE is a temporary-use project in an area that was originally planned as a large-scale housing area, but stagnated for decades, resulting finally in OLE, which filled the space with containers for work, living and play. OLE came forth from and was led by an unusual combination of actors, making this a particularly relevant case-study. Data collection involved interviews and field-observations. The results from the literature review, indicator-selection and SNA show that social learning needs to be understood as both path-dependent and historically/contextually rooted, but also as a process that can be strongly influenced by personal traits and relatively coincidental network formations. The potential for social innovation proves to be tightly intertwined with these social learning processes. This complex outcome provides important insights into how planning processes can be influenced, and whether they are inclusive. Furthermore, the use of an SNA and specific indicators for SL and SI, is a new method in this field and adds interesting insights into the importance of personal backgrounds and network-related contexts for learning, political, and finally spatial outcomes of planning.

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## 662 | EXPLAINING THE EMERGENCE AND FUNCTIONING OF COMMUNITY INITIATIVES: A QUALITATIVE COMPARATIVE ANALYSIS OF 85 CASES IN THE NETHERLANDS

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**ABSTRACT:** General trends such as the decline of the welfare state, the rise of the network society, and the availability of new communication technologies have blurred the traditional boundaries between these actors in urban development. Increasingly, sometimes stimulated by local authorities and housing corporations, citizens and entrepreneurs take the initiative in, e.g., the revitalization of public spaces, the transformation of abandoned real estate, and the fostering of social cohesion in neighborhoods. This rise of active citizenship challenges the traditional roles of public planners, policymakers, and other professional city makers. Important questions include: (1) How can spaces be enabled for co-creation between the often informally organized and action-oriented community initiatives and the more formally organized strategic policy frameworks; (2) How can the initiatives be supported and stimulated without undermining their autonomy and capacity to organize themselves; and (3) How can the creative but sometimes (implicit) exclusive character of projects be embraced while securing collective values, social

equity, and broader societal ambitions? A first, crucial step in answering these questions is to gain a more enhanced understanding of how community initiatives actually emerge and function. During the last decade, scholars have conducted in-depth (single) case studies of initiatives (e.g., Van Meerkerk et al. 2013; Van Dam et al. 2014) and developed analytical models to explain their emergence and functioning (e.g. Bakker et al. 2012). Surprisingly however, systematic analyses of large numbers of initiatives are still rare. This is problematic because the often unique and local character of the community initiatives does not allow us to draw conclusions on their emergence and functioning beyond the single cases. To address this dearth, this paper presents a systematic and comparative review of 85 community initiatives in five different towns in the Province of Friesland, the Netherlands. First, based on a literature review on community initiatives, we will develop a framework of factors that explain (1) the emergence and the (2) functioning of initiatives. These factors include the objectives of the initiatives, the motivations of the citizens involved, the way these initiatives are organized, and the support they receive from local authorities and housing corporations. Second, we will present our data using, i.a., descriptive statistics. Third, we will systematically analyze the data using the method of Qualitative Comparative Analysis. The analysis will result in (combinations of) factors that explain the emergence and functioning of the community initiatives.

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## 695 | LET'S UNDERSTAND THE RULES OF THE GAME AS DEPENDENT VARIABLES THAT CONDITION THE PLANNING GAME: AN INSTITUTIONAL ACTOR PERSPECTIVE IN PRACTICE.

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**ABSTRACT:** Institutions go hand in hand with urban planning; both exist together and complement each another. This paper sketches an institutional actor perspective to understand how institutions condition the planning game over time (Salet, 2016). This paper is made up of two parts. The first examines a theoretical understanding of an Institutional Actor Analysis. An Institutional Actor Analysis is an analytical and systematic tool to identify the structure of the game. The planning process is referred to as game as the planning process itself is understood through moves, choices and strategies of participants as derived from game theories. In game theories, the potential actions of participants to decide at a particular moment in time is considered as any possible move. A choice refers to an explicit action that is chosen by a participant from different types of actions. A strategy refers to the total set of specific moves that are chosen in a planning situation (Ostrom, 2005). All these game aspects take place within planning action arena's and are restricted or enabled through the rules of the game. The Institutional Actor Analysis subsequently unravels who may, must or can create the rules of the game in planning processes, and how the rules of the game are changed through deliberate design or moods of time. This dynamic character of the rules of the game has profound effects on spatial outcomes, something which is not yet emphatically expressed in the literature (Sorensen, 2015; Ostrom, 2005). The second part of the paper shows the results of the application of the Institutional Actor Analysis at the Navy Yard Amsterdam, the Netherlands. This urban development promotes and adopts a flexible and experimental step-by-step approach within their planning process. The results are based on a one-year observation, in which expert-interviews, observation techniques and policy analyses are performed. The baseline measurement of the structure of the game (T0 in time) is compared with the structure of the planning game after six months (T1) and twelve months (T2). The results contain to what extent the positions, roles and responsibilities of actors remained the same or changed, and if the substantive content of the rules of game remained the same or changed. A concluding section explores the effect of the dynamic character of the rules of the game on spatial outcomes at the Navy Yard Amsterdam.

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## 1007 | SHAPING SPATIAL POLICIES: OUTCOMES OF COMMUNITY MAPPING PROCESSES

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**ABSTRACT:** A shift in how urban planning and management is conducted, which has seen the acceptance of mixed models of knowledge sourcing – formal knowledge and citizen knowledge – and the rise of participatory practices, places local knowledge, community action and multi-level dialogue at the forefront of issues related to social citizenship and urbanism.

A common strategy in participatory processes seeking to harness local knowledge is the production of a map by the local community, which acts as a well-tuned sensor of its immediate surroundings. Making local embedded knowledge visible is useful to map priority problems and spatial conflicts, towards more sustainable, adaptive and inclusive spatial policies (McCall and Dunn 2012). By helping democratize knowledge production, local knowledge can also inform local action and public policy, promote empowered public action and decision-making, and counteract asymmetries in formal governance processes (Pfeffer et al. 2013, Scott 2011).

Community mapping can, as a strategic resource to which all stakeholders in governance processes can contribute (Baud et al. 2011), highlight local issues, planning concerns, possible development sites and environmental problems of the local public sphere, offering insights into how urban and non-urban actors deal with crisis, transformation and adaptation, justice and equity, power differentials, and the building of a local identity. Despite its positive potential, however, there is a dearth of literature on the effectiveness of community mapping processes in transmitting this potential to spatial policies, due to a tendency to skip the evaluation part of the process or the divulgation of its outcomes.

In this work, there was an analysis of actual community mapping case studies, published in academic journals and other sources, focusing on outcomes related spatial policies of different kinds. Several cases with relevant outcomes have been identified, which can be divided into non-governmental processes whose outcomes have the potential to be integrated into official policy, non-governmental processes whose outcomes have already been integrated into official policy, and governmental processes initiated as part of an official policy or its creation. The point at which these outcomes are integrated into spatial policy, and the manner in which such integration is conducted, is also the object of this study. Through this analysis, a contribution is made towards the understanding and clarification of the present uses of participatory processes such as community mapping processes, as well as the point at which they are called upon to support and shape spatial policies.

## SLOT T04.S06 | ROOM GA2 | ZEYNEP MURAT | MIDDLE EAST TECHNICAL UNIVERSITY

### 78 | CITY VERSUS SUBURB: THE EFFECTS OF NEIGHBORHOOD ON PLACE ATTACHMENT AND RESIDENTIAL SATISFACTION

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**ABSTRACT:** This ongoing study aims to investigate the effects of neighborhood type on place attachment and residential satisfaction. Place attachment will be examined by comparing place of residence in different areas of the city. Furthermore, the relationship between neighborhood and residential satisfaction will be investigated in terms of physical and social aspects of the places influencing residential satisfaction. This study will be carried out in two different districts of Ankara which are Ayrancı, located in the city center, and Çayyolu, a suburb. Two-hundred adult respondents will participate in this research; 100 men and 100 women aged between 18-65 years using snowball sampling. A place attachment scale and a questionnaire related with residential satisfaction, including open-ended questions and 7-point Likert type scale, will be used as instruments. Apart from these, demographic information of the participants such as gender, age, education and socio-economic status will be collected. The findings of the study are expected to demonstrate that neighborhood type is seen to be influential on place attachment by affecting the intensity of attachment. The intensity of place attachment is expected to be greater in areas far from the city compared to areas in the center of the city. Apart from this, neighborhood is also effective in residential satisfaction. The residents living in these neighborhoods having strong physical and social opportunities will be expected to have higher residential satisfaction.

### 92 | ASSESSING THE QUALITY OF NEIGHBORHOOD PUBLIC SPACES, A CASE STUDY OF MISURATA CITY, LIBYA

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**ABSTRACT:** Neighbourhoods' public space of the city is one of the major indicators of the urban quality and the residents' satisfaction (Carmona, 2010, Carr, 1992, and Gehl, 2013). In Libya, the government has adopted redevelopment scheme of providing new homes to the local residents, to build thousands of new housing units around the country since 2005. This plan was aiming to offset the shortage in housing number due to the high growth of population and rapid urbanisation as 79% of the country population live in urban areas. This high demand of providing houses to the citizen all over the country parts has made a significant change of the urban planning of the country especially the residential areas. This study focuses on a sample of neighbourhoods in Misurata city as a case study. It investigates the role of public space of the traditional TN and governmental GN neighbourhoods. It compares public space conditions in both types of neighbourhoods and examines the relationship between the residents in terms of social integration and community cohesion in both types of neighbourhoods. In addition, it attempts to find out whether this new strategy has affected the nature of the local community or not. The research also discusses the extent of interaction among the residents regardless of their ages, genders and cultural backgrounds. The methodology of this research based on mixed methods approach including qualitative and quantitative methods through a case study of two neighbourhoods in Misurata City, Libya. Questionnaires were distributed to an adequate sample of the neighbourhoods' population, and in-depth interviews with three categories including a) residents b) decision makers c) professionals were conducted. Additionally, according to a possibility of limitations in the data collection stage, site observation was used to focus on the residents' activities as a supporting tool. The results show that residents in traditional neighbourhoods feel more attached to their community, socially satisfied and comfortable while this perception was lower in the governmental neighbourhoods. Findings also highlighted that when public space of the neighbourhoods is well-facilitated and provided with an appropriate range of physical settings it impacts positively on the social satisfaction of the residents.

Research also found out that relationship between the residents of the neighbourhood plays an essential part to improve and promote the social satisfaction of the residents which therefore will lead to high-quality communities. Hence, it contributes effectively to the development of the urban quality in the entire parts of the city.

**KEYWORDS:** Public space, urban quality, sense of community, social interaction, community cohesion, residents' relationships, social satisfaction.

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## 440 | PLACE-MAKING AND PALLIATIVE PLANNING FOR DISTRESSED COMMUNITIES

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**ABSTRACT:** Cities worldwide are suffering from decline. Outward migration of the jobs, housing abandonment, desolate alleys and lifeless public spaces often characterize contemporary urban landscape. Among the previous studies focusing on the rust-belt cities of the US or Europe, de-industrialization and its negative social impact was one of the forces driving the change. However, this may not be the primary cause of decline in other parts of the world. For instance, in South Korea, nearly 30% of the nation's cities have fallen into the trap of shrinking in the early 2000s, but places of distressed communities are not necessarily located in formerly industrialized towns. A variety of mixed-use retail neighborhoods in an inner-city area or recently developed low-rise residential districts are also experiencing continued shrinkage.

In the study, the successes and failures of recent place-making efforts for two distressed communities in Korea will be investigated. The first case is Songhyun-dong in the city of Incheon, which was previously one of the busiest retail and mixed-use neighborhoods in the country. The area's locational premium attracted a large number of war refugees and displaced workers in the 1950s and 60s. Shortly afterwards the neighborhood emerged as one of the largest retail markets in Korea, selling clothes, shoes, and food. However, the retail business rapidly lost its competitiveness since the 1980s, leaving a number of shops and storages abandoned. Facing this, the local government financed gridiron development, which led to the formation of eleven elongated perimeter blocks, a parking area, and regularly distributed street intersections on top of organically-shaped urban fabrics. The gridiron development was more than adequate, if not completely inappropriate, to serve the demand of the community. The development little contributed to the careful preservation of livable environment and indiscriminate increases in street frontage transformed many parcels.

The second case is a low-rise historic district called Seochon in Seoul. The neighborhood is sprinkled with traditional wooden houses called Hanok, historic artifacts, and booming cultural amenities along the hilly topography. In recent years, Seochon has attracted great public attention due to increases in artistic activities, gourmet restaurants, and street museums, which in turn became a place of high-end retails and urban tourism. However, this change has led to the rapid increase in land prices, raising concerns over gentrification among the families who have settled down in the area for a long time. From the original residents' perspectives, the area should remain as an affordable, serene residential district away from an overly-commercialized area occupied by outside entrepreneurs. In the face of this opposition, the Seoul government took planning interventions toward the preservation of the livable environment, providing affordable houses and community services by carefully selecting underutilized public spaces and abandoned houses for conversions.

In certain areas, a real problem of shrinking is not urban decline per se, but an inadequate institutional response by urban planners to the perceived decline and its impact. Also, underutilized public and private spaces may provide valuable opportunities for place-making. How to embrace the space and to transform it according to the community's demand may serve as an important vehicle towards palliative planning.



## 850 | THE INCONSISTENT BOUNDARY SPACE OF COMMUNITIES: PUBLICNESS IN MULTIPLE SOCIAL-SPATIAL INTERPRETATIONS

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**ABSTRACT:** (Social) space is a (social)product (Lefebvre 1991, P26).The construction of urban space is always materialization of certain ideologies. Recognized or not, it is unavoidable. However, in urban practice in China, the effect of influence of ideologies is amplified by the over-speeding urbanization progress and the great amount of construction all-at-once. They turn it into desire expression, through which urban practice joins the competition for social attention and financial profits. The ideology is thus reduced into slogans of spatial characters (e.g. global, vernacular, historical, ecological, or informal) and social values (e.g. safety, heterogeneity, community consciousness, and solidarity). The results are labeled urban places, disciplined social behaviors, or devitalized open spaces, which contribute to resolving subjectivity under the invasion of capital power, and the lack of publicness in urban spaces. With the urban development slowing down and construction market gradually normalized, the demand for effective public space is getting onto designers and developers' agenda.

Under this token, the article argues that, the publicness in urban space should not be attained through reaffirming or reproducing existing rules under the control power of capital, but through the vibrating and revising of ideologies driven by bits of awakened subjectivity. Space should be inconsistent. In the process of practice, perception, and representation, space as a part of social reality should allow multi-dimensional interpretations. This article recognizes the inconsistency of space as a major factor for vibrating ideologies and liberating subjectivities, and seeks opportunities for effective local public space under the circumstances of the built environment in urban communities in Beijing.

Boundary space of communities is the space perceived subjectively between private homes and city spaces. It indicates a physical and cognitive shift from one place to another, which insinuate itself as ambiguous in expressing control powers while achieving this transition. It thus obtains the potential as a stage with tolerance of different interpretations. This article discusses the potential of boundary space of communities as public space. Taking communities in Beijing as field research examples, it will: 1. reconsider the term publicness under the circumstance of subjectivity, by analyzing inconsistent interpretations of space, and the expressing and revising of ideologies in them; 2. consider community boundary as a kind of space, explore the effect on liberating subjectivities of its element; 3. Discussing the possibilities and strategies of retaining publicness in boundary space of communities, and give design suggestions. This article is based on empirical evidence gathered from typical communities in urban Beijing.

**KEYWORDS:** boundary space, public space, multiple interpretation, urban Beijing

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## 1225 | DESIGN THINKING IN URBAN SPACE WITH HIGH LEVEL OF PARTICIPATION: THE CASE OF ANKARA, TURKEY

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**ABSTRACT:** In the design process of living spaces, the adoption and use of the space by the user is an important factor in increasing the urban space quality and performance. The desired target is reached in a short time and effectively, when the design processes is considering the users. Thus, while making planner design decisions, they send certain signs to users through environmental information such as shape, color, texture, and size. In order for these marks to be liked and accepted by the users, there must be a qualitative intersection area between the user's needs and desires and the planner's design. The



city's people, who are users of urban spaces, actively use and maintain spaces where they find and integrate themselves (Griffin, 2004). In other words, for the use of urban spaces, spaces need to be able to meet the needs and desires of user, and to adopt the space of these users, thus raising the quality of the cities and protecting their identity.

The individual's influence on the environment is related to individual experience, personality traits, the emotional nature of the individual, and the intent to be in the environment. The environment can be interpreted differently depending on whether it is owned or installed by the designer. The meanings of space that the user designates may vary by a certain measure, as the designer of the space of design means. The ideal situation is to create a structural environment that can generate emotions, direct the person, and that the environment can be understood by the users.

A questionnaire study was conducted with a total of 60 people (36 of them are female 60.0%, and 24 of them are male 40.0%) used as a tool to create such an ideal situation. In this study, the perception of the environment (the focal points, nodes etc.), the guiding elements (color, smell, texture, signboards etc.), the reasons for preferring the area and the familiarity with the area were examined with users in different professions, different ages, different sexes, different education and different social groups on the Sakarya and Selanik streets in Ankara, Turkey. In this study, it was determined that the Sakarya and Selanik streets are particularly lacking in environmental perceptibility and wayfinding. For these reasons, a different perspective is introduced to the understanding of space design through the study of a sample of urban design regulations that will increase the environmental perceptibility and resolve the difficulties in finding directions, which will make the space an identity and make it a more livable space.

**KEYWORDS:** living space, cognitive mapping, perceptibility, wayfinding

**SLOT T04.S14 | ROOM GA4 | ANA BRANDÃO | IST-ULISBOA**

## **236 | A LIVELY PLACE FOR THE COMMUNICATION OF MULTI POPULATION: A STUDY ON THE STREET SPACE RENEWAL STRATEGIES IN THE YUZHONG LOWER CITY, CHONGQING, CHINA**

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**ABSTRACT:** In recent decades, the urbanization in China has developed rapidly. Wide roads and big districts exist everywhere. However, on the contrary to the prosperous economy, the city's lack of vitality is obvious, in that fewer and fewer residents are willing to go out socializing. The public space is psychologically deserted.

Better City, better life (EXPO 2010, Shanghai), paying attention to the community living space has become the essential idea and standard value during urban transformation. Urban public space is the place where the public activities are carried out in a city. Mutual memories can be created most easily here. It reflects the taste and spirit of that specific city to a great extent. (Tinkel, 1986) the street not only plays an important role in urban public space, but also serves as the media for organizing public life activities, such as daily outdoor trips and leisure sports. Especially in Chongqing, the city of mountains, the terrain forms a large number of linear open spaces. Through a long course of development, the street and communication spaces are filled with specific local characteristics and a rich flavor of life, and have become a vital factor for promoting community interactivities and enhancing urban vitality.

The main topic of this paper is the strategy to establish street vitality in the old city renewal. The street space renewal in the lower half of Chongqing Yuzhong is illustrated as an example. First the domestic and foreign theories and practice cases are summarized; secondly, through the investigation and analysis of the street classification in the site, spatial factors for creating an energetic street is summarized. And daily habits and life demands of local residents on the street are obtained from interviews. Finally, according to the characteristics of the street and built environment in the second half of Yuzhong District, the connection between community activities and street is considered. The study is conducted to discuss the planning and design strategies to enhance street vitality, so that the proper design of the street and public space can inspire people to create more and richer activities.

**KEYWORDS:** urban renewal, street vitality, multi population, planning strategy

## **454 | INTEGRATION IS NOT WALKABILITY: THE LIMITS OF AXIAL TOPOLOGICAL ANALYSIS AT NEIGHBOURHOOD SCALE**

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**ABSTRACT:** Spatial syntax analysis has become an influential method of analysing street networks as spaces of pedestrian movement. While significant correlations have been found between pedestrian flows and axial topological models, these models are inconsistent in the way urban morphologies are represented and measured. Meanwhile, in the fields of health, transport and urban design research, correlations have been found between walking and a range of urban morphological attributes that space syntax models ignore. In this paper is shown that while space syntax analysis has become increasingly complicated over the past decades, substantial limitations persist.

Focusing on what Netto (2016) calls the 'limits of the theory in its own substantive field', and adding to Ratti's (2004) earlier critique, it is shown that it can be misleading to use topological measures such as network integration to analyse walkable access at neighbourhood scale. It is shown that the abstraction of

the street to its axial line poses three fundamental problems at this scale. First, it eliminates the street section, the footpath and public-private interfaces, all key elements of streetlife (Jacobs 1961, Gehl 1987), and thus does not recognise that the social logic of space is not just longitudinal but also transversal across the street (Cerdá, 1867, Appleyard, 1981). Second, such abstraction translates smooth urban conditions into a striated measurable model that irons-out ambiguities, hybrid and transitory conditions. Such reductionism eliminates conditions of liminality, porosity and complexity, recognised as key attributes of urban intensity at street level (Benjamin and Lacis 1978, Sitte 1889, Franck and Stevens, 2007). Thirdly, it ignores permeability as a key morphological attribute linked to walkability (Marshall 2005).

In conclusion, it is argued that integration measures are primarily useful in studying larger urban networks, as they capture a tendency for busy retail streets to be straight. This is in line with the morphogenesis of many settlements, but can be less congruent with planned street networks that follow different principles. Spatial syntax analysis will be more useful, the more its limits are better understood.

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## 667 | THE MORE COMMERCIAL, THE LESS SAFE? –IMPACT OF COMMERCIALIZATION ON STREET SAFETY IN REVITALIZED DOWNTOWN AREA

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**ABSTRACT:** Over the past decade, the world has witnessed growing threats to the safety and security of cities and towns. Streets, the public space where people commute, walk, go shopping, stay, and live, has played a key role in making our cities safe and secure for generation to come. On the other hand, among the globe, infilled development of commercial and retail functions in old downtown cities has being contested as an effective revitalization approach to promote the vitality of neighborhood with various functions, but also as a growing threaten to local safety as well as an overburden to streets according to increasing tourist and traffic flows.

This paper challenges our understanding of commercial impacts and community development by applying an urban safety framework to suitable commercialization debates. It analyzes and maps the impact of commercialization on streets safety in local community of Shi-Cha-Hai Lake District, Beijing, China, through a novel integration of site investigation and data analysis. Shi-Cha-Hai Lake District, a typical historical conservation residential area in inner city of Beijing, is an exemplification of downtown revitalization in recent decades with its typical fabric of streets and public space. Nowadays this area is mixed with local residents and a large amount of boutiques, bars, retails, and restaurants. Based on understanding of local circumstance through tracing back the evolution of this area, this paper conducts an analytical framework of street security consisting of traffic safety, crime prevention, and psychological security. It also develops a series of indexes on the safety performance respectively through ground survey on physical environment, questionnaire survey of residents and tourists, and traffic data. It then compares security performance before and after commercial infill development in a couple of selected streets and blocks in this traditional residential area.

The research finds that while the infilled development adds traffic pressure to inner city and increases complexity of users in this area, the retails and shops serve as monitors and guidance on streets for local communities by applying lighting, re-defining public space, well-organized management, and remodeling users' cognition of this place. Approaches of revitalization in inner cities has brought a series of changes to local communities with regard to activities along streets, daily lives in public spaces, social atmosphere in neighborhood, and transportation flows. The paper argues that these changes have transformed streets in local neighborhood from an original enclosed, reserved place toward an open, inclusive public place for both residents and tourists. A mix-use community environment that is both vital and livable is possible if

planners and urban designers incorporate elaborated urban safety issues into street design guidelines and if local society can adopt new management approaches on commercial and public space.

## 1103 | WHEN URBANIZATION LEAVES THE CITY – THE CASE OF BUCHAREST

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**ABSTRACT:** The process of urbanization was long time associated with the urban sprawl understood in terms of expansion of the city in the nearby territory usually involving residential development.

As far as the dwelling provision is concerned, the city of Bucharest is not (or little) growing anymore. The amount of newly built dwellings during the custom ten-year population assessment, deny the apparent urbanization understood as city expansion/new dwellings built. Instead, the neighbor communes of the capital city seem to have a dynamic of the new built dwellings that overpasses Bucharest's one. Thus, it seems that the urbanization moved outside the city, in the rural neighbor communes.

The paper focuses on the recent trends related to the dynamic of population in relation with the dynamic of the housing provision. In a context of a lacking housing policy, Bucharest neighbor communes seem to increase both in population and housing stock, overpassing by far the capital city. Building upon some findings that resulted in a study related to housing in Bucharest, the paper provides answers to the following questions: does the quality housing leave Bucharest? In the context of a lacking housing policy and of an institutionally organized metropolitan area, which might be the consequences for the capital city? Are such tendencies specific for Bucharest or we assist to a phenomenon that characterizes the post-socialist cities of the Eastern Europe?

The comparison of the capital city and of the first crown of communes that narrows the city indicates that Bucharest is the only settlement in which the population decreased between 2002-2011 (years of the regularly national population and houses assessment). Following growth rates that vary from 13.84% to 40%, the neighbor communes are constantly increasing in population. And generally the growth rate is higher in the urban settlements than in the rural ones (31% by 23%).

Also the rate of construction of new dwellings is higher in the first crown that neighbors the capital city than the city itself (about 150%, one third in the rural settlements, two thirds in the urban ones). While Bucharest proofs a growing rate of only 2% of increasing of the housing stock in the last 15 years, almost all the neighbor communes are increasing their stock of houses with at least 10% while some of them are close to 90% in their growth rate.

Even if a direct correlation between the population growth rate of the neighbor communes and the decreasing population of Bucharest is hard to demonstrate, or their correlation with the dynamic of construction that characterizes the neighbor communes, this trends cannot be ignored, as all of them seem to confirm the migration of quality housing outside the capital city also encouraged by the low prices of land and dwellings.

We may find explanations in the high costs of dwellings in Bucharest and in the changes that characterize the lifestyle, the mobility models the inhabitants have chosen and in the housing offer considered as unsatisfactory by a part of the capital city population. The increase of such trends might deepen both the dysfunctions in mobility and the vacancy of dwellings in certain residential areas of Bucharest.

## 1233 | THE ROLE OF PUBLIC SPACE SYSTEMS ON URBAN TRANSFORMATION: A REVIEW ON LISBON SOUTH BANK REGENERATION PROCESS

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**ABSTRACT:** In the scope of urban regeneration processes, public space became a central concept (and a practice) to the overall urban space production, as a support for urban transformation policies and as a

subject of change itself. Examples of these initiatives include central and historic cores, former industrial areas, large waterfronts and small scale projects for local communities.

Regardless of these qualification efforts public space is embedded in contemporary urban dynamics, also facing its related issues, as lack of connectivity, segregation, loss of activities and social interaction. Although diversity of places and urban contexts is increasing, dominant views still focus on canonical typologies of public space - the square, the park, the market. Despite the growing extension of urban structures, strategies for public space still target local scale - the neighbourhood or close proximity. Finally, the assessment of public space role in urban change is commonly based on the consideration of a sum of units, not considering wider and interaction capacities. New perspectives require a perception of public space that goes beyond traditional city references, encompassing realities as fragmented or rapidly changing urban areas, while maintaining its fundamental structuring role, as systemic and interactive reference for complex urban environments.

This paper examines public spaces in a systemic perspective and their role in urban change presenting the case of Lisbon South Bay regeneration processes. This area of Lisbon Metropolitan Area is still marked by its strong industrial background but has contrasting realities and mixed patterns of growth and decay. In the last decades major efforts for urban regeneration were made, including public space transformations: recuperating riverside areas for public space and recreational uses, supporting local identities, improving mobility, re-establishing natural areas, etc.

Supported by a survey and empirical work, creating a time-line of public spaces and urban regeneration process (projects, policies, planning documents, etc.), we register the emergence of an approach on public space not only focused on neighbourhood insertion and local focus, but as a part of larger networks of relations and services. By mapping public spaces and their role on urban transformation processes, this paper discusses the growth of a systemic approach on public space understanding, production and use.

This perspective can advance a better understanding of how public spaces act together with each other and with other types or urban systems - landscape, infrastructure, communication, etc - highlighting interdependences and interactions. This means there is a systemic potential that needs to be assessed and fostered, so as to enable spatial and functional continuity in complex urban fabrics. Finally, an approach to urban systems with structuring potential, can support real meaning and act as reference in transformation processes, providing more social and economic value return.

## SLOT T04.S22 | ROOM GA5 | MENGWEI GAO | UNIVERSITY COLLEGE LONDON

### 605 | BIOCULTURAL DIVERSITY INDICATORS AS A SUPPORT- DECISION TOOL FOR PLANNING AND MANAGING URBAN GREENSPACES

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**ABSTRACT:** Urban greenspaces directly contribute to ecological and social resilience and sustainability in cities through the multiple benefits provided, by improving the environment and people's well-being. Yet, these benefits are not equally provided nor distributed, depending on the biophysical characteristics of greenspaces, their accessibility conditioned either by physical and non-physical barriers, and how people use, value and attribute meaning to it, fostering bonds essential to place attachment and social cohesion. Urban greenspaces represent the ultimate socio-ecological system, where biological and cultural diversity closely intertwine and shape each other, originating the so-called biocultural diversity (BCD), a concept largely used in indigenous populations but that only now begin to capture attention in urban settings. Biocultural diversity assessment, by taking an in-depth look at biological and cultural components and their interactions, can be a useful tool when planning, designing and managing for inclusive and ecologically sound urban greenspaces, in face of the many challenges cities have to tackle nowadays, as environmental justice and equity or climate change adaptation, amongst many others.

We have developed a set of indicator-based criteria for biocultural diversity assessment at the UGS level that try to capture as much possible the interlinkages between biological and cultural diversity and its manifestations, which is meant to be used as a support-decision tool. BCD is assessed in three dimensions, each with several information layers within which indicators are grouped. One dimension deals with biophysical characteristics, reflecting the materialized manifestations of BCD which are embedded in the site. It includes standard measurements of biological, functional and landscape diversity, the canvas where all human-nature interactions are drawn, and the assessment of biophysical and biocultural features and artefacts promoting welcomeness and place identity. Another dimension reflects the way people live and interact with the greenspace and deals with the diversity of users, how they use and value the space, their perceptions and meanings and how these are perpetuated in time, through memories and knowledge transfer. The third dimension deals with how people engage and take responsibility of the space through governance and stewardship. Biocultural diversity is a rather dynamic process built over space and time, and this tool acknowledge those dynamics by including indicators assessing space and time variations in all three dimensions.

The objective of these indicators is not normative by defining a benchmark of what should be an ideal or maximum BCD value of a greenspace, but rather to uncover missing or underrepresented components that would be important to address in future planning or management decisions. They can be applied to any greenspace and are, therefore, designed to be used as support decision tool for policy and decision-makers.

This study is part of a research in the collaborative project Green Infrastructure and Urban Biodiversity for Sustainable Urban Development and the Green Economy - GREENSURGE, funded by the European Commission Seventh Framework (FP7: ENV.2013.6.2-5-603567; 2013-2017), <http://greensurge.eu>

### 865 | WHAT IS PUBLIC SPACE SERVICE VALUE?

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**ABSTRACT:** In most European countries, investment in public space projects has been growing in recent years, with most of urban design actions and their contexts calling for leisure, tourism, culture,



mobility, or environmental features. This model is somehow reducing concepts and colonizing global contexts with narrow criteria and representations of public space value. Also public resources invested in public space are mainly focused on certain actions (as historic places or iconic developments), while instruments adaptable to other kinds of urban contexts problems seem still lacking.

Much of public investment is supported by a notion of public space benefits connected to subjective aspects (and even wishful thinking) - such as representations of happy lifestyle based on affluent leisure enjoyment, fostering natural amenities and cultural identity promotion. Tangible references, also acknowledged, are mostly referring to value added to commercial activities and real estate surroundings. 'State of art' mainstream tools look less adequate in poor urban environments' priorities.

Public space production lacks adequate assessment practice focused on service value provided as an urban system. Different public issues such as quantity and quality of use, economic attraction and employment, long term social meaning, basic collective utility, or environmental benefits, are scarcely addressed. Specific goals, intended returns, users' benefits and expectations, should be defined to promote some kind of 'liability' of urban design shared values regarding their stakeholders (all actors and all users...). A new interdisciplinary rational, new concepts and tools, seems to be needed.

Within this large problematic, in this paper we stress a relevant research question to public space stakeholders: what are current motivations of public space production (mostly in south European context) and what are the assessment approaches needed, in 'translating' of those motivations into value of expected service of public space, as an urban system?

This is one of the goals of PSSS - Public Space's Service Value System: an integrated rational – through an interdisciplinary research project led by IST-Lisbon University, with team membership relevant experience in Lisbon, Oporto and Barcelona Universities. The project is aiming to develop new concepts and tools to foster awareness of public space service values, its components and scale dimensions, as the central concept of a production process.

The diagnosis is supported by a problematic rational, process and space types observation, and inputs from a stakeholders' panel, including official bodies, municipalities, regional committees, associations, professional players, different users groups and other. Preliminary results will show assessment references of public space service, regarding:

Diagnose of public space systemic services and strategic public space decisions' management, real and potential benefit in different contexts. Improve governance interaction references, integrating shared visions between stakeholders and all public space users, about what is to be public in urban space; A rational reference for public space production process and ex-post assessment regarding common goals, stakeholders expectations for actual and potential services. A road map for urban policies addressing inequality regarding access, mobility, social inclusion and interaction, comfort and safety, identity representation and voice.

## 1023 | VILLAGE CHARACTER – TO THE ROOTS OF RURAL AESTHETICS

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**ABSTRACT:** The quality of public spaces is one of the crucial themes of contemporary architecture and urban design, also because its significance is evident not only to the architects. Even in our era of strong individualism, public spaces pertain to all and are shared by wide populace. Therefore, it is reasonable to pay attention to their aesthetic nature on a general level.

This paper aims to provide an intelligible ground for a creative grasping of the rural character of environment based on two criteria: 1) the relationship of figure and ground, 2) the degree of urbane character. These criteria apply both to remote areas of interior periphery as well as to fragments of original village cores that have become over time parts of wider metropolitan areas. It is based on the interpretation of selected features of the environment which are generally considered valuable by architects.

The aim is to provide a theoretical backbone for reflections and arguments of designers when dealing with the public space.

## 1031 | THE ROLE OF LEGISLATION CHANGES TO TRANSFORM A PUBLIC SPACE: THE CASE OF HACI BAYRAM SQUARE

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**ABSTRACT:** This paper aims to address implications of the legislative changes about cultural heritage, conservation and planning intersection in a public space, Hacı Bayram Square, located in the historic center of Ankara, from the foundation of the Republic of Turkey in 1923 till today. Hacı Bayram Square has always been one of the prior/major implementation areas in respect to the related legislative changes due to its characteristic features. The co-existence of Augustus Temple built in the Roman Period and Hacı Bayram Veli Mosque in the Ottoman Period gives the strong sense of multiculturalism represented in this public space. The square, surrounded by the traditional settlement, has also experienced latest implementations based on the current legislative change in the cultural heritage/conservation planning within the 'Urban Renewal Act' numbered 5366. With the reflections of this recent legislation, we examined the site from 1923 through the recent times to reveal the effects of different approaches embodied in the legislation systems. To achieve this goal, the paper will be divided into three parts: i) the literature review on the legislation systems of cultural heritage/conservation planning in the context of Turkey, ii) the empirical analyses to evaluate the change, and iii) the interpretation/discussions of the results. In order to apply empirical analyses, we utilized various types of resources such as the old maps, earlier studies, plan reports, planning tools and decisions authorized the site, aerial images and field work which were processed in the Geographic Information Systems. The interpretation of the analyses will be framed over the change in the cadastral plans, ownership patterns, urban fabric, open area/building uses and category of the buildings that present the interrelation with the legislative system changes. Comparison of the different periods from the construction of Modern Capital Ankara after the establishment of the Republic until today's 'renewed' site provide evaluation of the spatial change. This will contribute to exemplify how the legislative system change has affected the approaches for the transformation of Hacı Bayram Square as a symbolic space of the multiculturalism.

## 1159 | HOW URBAN DESIGN CAN HELP WITH FIGHTING THE SMOG CRISES FROM THE URBAN STRUCTURE'S PERSPECTIVES

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**ABSTRACT:** The word smog was first coined by Dr. Henry Antoine Des Voeux in his 1905 paper entitled Fog and Smoke for a meeting of the Public Health Congress, as a portmanteau of the words smoke and fog to refer to smoky fog (Allaby, 2009). Smog is a combined result of human activities and local climate conditions. When air emissions exceed the environmental carrying capacity of the atmosphere, fine particles such as PM<sub>2.5</sub> (Particulate Matter with a diameter of less than 2.5 μm) as well as other air pollutants continue to accumulate and then after a series of chemical processes they lead to a large scale of smog with a static weather (Ma et al., 2012; Tao et al., 2014; Wang et al., 2014a). As the result of dramatic and rocketing urbanization, smog is threatening sustainable development globally. Beijing, Shanghai, Delhi and some other metropolises of the rapidly urbanizing and emerging countries started to hit the headlines of news coverage due to the increasingly severe, frequent, and enduring smog episodes (Zhang and Samet, 2015; Hammitt and Zhou, 2006).

Smog crises could lead to enormous and disastrous damages to both human health and economy. The famous London smog incident in 1952 and Los Angeles smog crisis in 1955 have taken away thousands of people's lives (Gao, 2014; Davis and Bell, 2001). Moreover a recent study states that air pollution could impose annual economic costs that is equivalent to as much as 1.2% of Chinese GDP based on cost-of-illness valuation and 3.8% of GDP in China based on the willingness to pay (Zhang and Crooks, 2012). According to the report of Proceedings of the National Academy of Science (PNAS), the air pollution has caused a two-year reduction in life expectancy in Northern China (Chen et al., 2013).

As severe smog and haze crises have frequently occurred in central and eastern especially since 2012 and has extended to the southwest in 2016 (Shi et al., 2014; Tao et al., 2014), Smog has rapidly ascended to the top of environmental policy agendas in China. With some initial critical findings from the trailblazing research on the ground, few evidences have been identified that the smog alert and smog eating technologies and facilities currently implemented have significantly threatening the economic sustainability due to its high cost (Zhang and Samet, 2015; Sati and Mohan, 2014). Against this backdrop, the article aims to promote urban design strategies and principals to help with fighting the smog crises in a more sustainable way (both environmentally and economically). A wide range of researchers have identified and addressed the relationship between the urban form and urban air pollutants and urban smog (Marquez and Smith, 1999; Borrego et al., 2006; Stone, 2008; Manins et al., 1998; Seinfeld and Pandis, 2006). The latest research of urban form and urban smog has indicated that urban compactness and urban elongation are positively correlated to urban particulate matter (Liu, et. al, 2016). Therefore, this paper intends to complement the current methods to deal with the smog through the implication of urban form on smog as part of urban design strategies and principals to mitigate the deleterious consequences of air pollution. It will mainly focus the air circulation at the street level and the land use distribution which determine the location of emission sources at the urban level.

**SLOT T05.S06 | ROOM V1.09 | ANNA HERSPERGER | SWISS  
FEDERAL RESEARCH INSTITUTE OF FOREST, SNOW AND  
LANDSCAPE, WSL**

**51 | GREEN INFRASTRUCTURES UNDER PRESSURE: A  
GLOBAL NARRATIVE BETWEEN REGIONAL VISION AND  
LOCAL IMPLEMENTATION**

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**ABSTRACT:** The design, management and implementation of sustainable spatial strategies are a prerequisite to environmental sustainability in cities and city-regions across Europe. The neoliberal agenda forces regions into a ruthless competition for capital and people. This often leads to an imbalance between short-term economic interests and long-term sustainability goals, generally preferring the former. From a spatial perspective, the management of green infrastructures on a regional scale – understood as strategically planned and delivered network comprising the broadest range of high quality green spaces and other environmental features (Natural England 2009, p. 7) – is of crucial importance for the sustainable development of cities and city-regions. Green infrastructure serves as a global narrative with high relevance to both planning theory and policy. The term addresses some key principles, i.e. connectivity, multi-functionality and multi-scale-management of green spaces. As an integrative approach it is often conceived as a melting pot for innovative planning approaches (Hansen & Pauleit 2014) that is meant to offer new perspectives on green spaces, crossing narrow sectoral responsibilities and individual interests. Despite these well-known benefits, there is increasing variance in how they are implemented at a national and sub-national level. As a contested concept (Wright 2011), green infrastructure is treated differently across Europe, as cultural backgrounds and planning environments differ from place to place. While the planning rhetoric and the hegemonic green infrastructure discourse clearly show a high sensibility for sustainability goals, we argue for a more context-sensitive and critical approach that allows us to reconstruct the micro-practices behind different green infrastructure strategies across Europe. We specifically ask for the transformative potential of strategic green spatial planning initiatives and their impact on existent planning cultures, understood as complex institutional patterns comprising both formal and informal institutional spheres (rules, procedures, instruments as well as cognitive frames and shared mental models of planning activists). Based on interviews with planning professionals mainly conducted in 2015 and 2016, we highlight the diversity of sustainability endeavors in three different European city-regions (Manchester, Copenhagen and the Ruhr) by taking into account the different cultural histories and path dependencies, the culturally filtered processes of spatial strategy making, the specific interests behind such strategies and the manifold patterns of strategic institutional capacity building. We focus on the diversity of local problem perception when engaging with green infrastructure and present some of the very recent shifts in green discourses, i.e. an institutional lock-in combined with severe austerity constraints in Greater Manchester or a profound neoliberal trend in Greater Copenhagen that is turning the traditional Nordic model inside out.

**REFERENCES:** Hansen, R. and S. Pauleit (2014): From multifunctionality to multiple ecosystem services? A conceptual framework for multifunctionality in green infrastructure planning for urban areas. *AMBIO: A Journal of the Human Environment* 43, 516-529; Natural England (2009): *Green Infrastructure Guidance*; Wright, H. (2011): Understanding green infrastructure: the development of a contested concept in England. *Local Environment*, 16,10, 1003-1019.

**367 | EXPLAINING INCOHERENCE OF ECOLOGICAL  
SUSTAINABILITY DISCOURSES WITH ENVIRONMENTAL  
ETHICS**

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**ABSTRACT:** Discourses about how natural environmental issues should be handled within spatial planning and development still reflect fluid and unsettled interpretations of notions both in practice and theory. New and old expressions are invented and reinvented to describe currents of approaches. The main problem with the vast majority of definitions, theories, premises or practices is that the underlying value set of the concept in question is hidden, and in most cases not referred to even implicitly. This is well-documented from the early 1990's in studies monitoring the evolvement of the environmental „thought within spatial planning, especially concerning planning in the UK. It is not strange from these studies to refer to concepts of ethics when formulating their categories.

The present study attempts to formulate categories for investigation based on ethics, involving the disputedly named field of environmental ethics. The initial assumption is that all the conflicts and incoherence of present trends of „green spatial planning originates from the difference of underlying values and that these values reflect different ethical approaches. Former categories of explanation in the planning literature are revisited and regrouped with the help of disputes about environmental ethics.

In order to test the new categories and assess their presence in the spatial planning field, a questionnaire was sent out to German and English planning practitioners. The answers not only show how these professionals conceive of the meaning and role of environmental issues within spatial planning but also highlight some blurred borderlines and mingle of the interpretations. Understanding these might be a further step forward in the elimination of incoherence and conflicts within environmentally concerned spatial planning.

## 588 | CONSIDERING LANDSCAPE SUSTAINABILITY IN SPATIAL PLANNING

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**ABSTRACT:** An important challenge in planning for sustainable development is to understand and manage the changing use of landscapes. In this paper we discuss what it actually means to consider landscape sustainability in spatial planning processes. A number of policies govern landscape quality. In Europe, for example the Convention on Biodiversity and the European Landscape Convention set out environmental objectives relating to landscape qualities and the safeguarding of these qualities. Under these policies any impacts on landscapes require careful consideration. However, despite recognition of the value of green areas and their importance in for example urban development, their integration into planning in practice is still limited.

The focus of the paper is on the use and the production of knowledge related to landscape development. The main questions are; what do planners need to know about the landscapes in a region in order to plan for sustainable landscape development? How can the knowledge of what landscapes are, be used in spatial planning, with the means of sustainable landscape development? An understanding of landscapes as social-ecological systems forms the base for answering these questions. In order to capture and structure the complexity of considering landscape in spatial planning processes we develop a typology of knowledge claims on landscape.

To consider landscape in planning different types of knowledge on landscape is needed. There are the empirical and descriptive types of knowledge dealing with the understanding of how a landscape functions, describing the current state of a landscape and cause-effect relationships. System knowledge, deals with the question; how the social, ecological and cultural processes function in the landscape. An important part is knowledge of land use interests, as well as the drivers of different land use interests. This is much related to the economic, sociocultural and ecological values of the landscapes. Based on an understanding of the social-ecological functioning of a landscape, a discussion and an investigation of the prospects of enhancing ecological qualities and aspects of human well-being can be performed. The predictive category in which landscape changes under trend conditions are investigated, and issues such as risks and vulnerability of landscape qualities or services are clarified. Predictions can also give note to potential urgencies of for example biodiversity loss or shrinking green recreation areas in urban environment. All these types of knowledge are needed in order to be able to identify strategies to manage a landscape towards a desired state. An important part in considering landscape sustainability in spatial planning are the policies, visions and goals for landscape development that should direct the choices of land use strategies and measures. However, on the policy level the directions of landscape development are often vague and open for different interpretations. At a regional level the landscape development goals have to be précised towards the actual landscapes affected by the plan. Defining the objectives of

landscape development is a process dealing with both knowledge claims about possible paths connoted in knowledge of the functioning of a landscape and key ethical questions and priorities.

## 1065 | UTILIZING SPATIAL AND LANDSCAPE PLANNING PROCESSES TO PROMOTE ECOLOGICAL SUSTAINABILITY ON UNIVERSITY CAMPUSES

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**ABSTRACT:** Universities world-wide have committed to addressing global ecological challenges at the local scale through physical planning and management of their campuses. At the Technion – Israel Institute of Technology, a comprehensive, two-year planning effort was made to revise the vision and physical plans of the university to address emerging 21st century challenges facing the academic community. Defining and addressing ecological challenges were integral to this effort and an ecological advisory team work closely with planners to envision and implement plans for an ecologically sustainable campus. In this research we describe the process of integrating ecological values into planning from efforts to define them through their implementation into the two outcomes of the planning process: the university's strategic master plan and its statutory development plan.

The process of developing the ecological vision and goals began in the classroom with four successive classes of landscape architecture graduate students who were assigned to apply theoretical ecological principles to the physical planning of the campus at multiple scales. In parallel, the ecological advisory team conducted a three-phase study including 1) a review of ecological campus planning from universities abroad (both physical planning and administrative organization); 2) an ecosystem services survey and two biodiversity surveys of the campus (summer and winter), and 3) development of ecological recommendations, drawing from the first two phases of the study and the student work, for the strategic and the development plan. Recommendations incorporated into the strategic plan included the development of green infrastructures at the scale of the building, the interstitial areas between buildings and the university's forested areas, implementation of campus-based ecological education and research programs, and the development of infrastructure to highlight the cultural ecosystem services provided by the university's vegetated areas. Recommendations included in the development plan included the designation of green core areas of various management intensities and a green corridor between them.

This paper presents both the ecological outcomes embedded within the planning products and also a reflection upon the process and its challenges, particularly those in which ecological sustainability goals were perceived as impediments to other institutional goals. Dealing with these challenges drew out fundamental differences in perceptions of nature and degrees of naturalness, in opinions regarding the urban-natural continuum, and in defining the responsibility of the university to environmental stewardship and how this responsibility is best operationalized. Yet, despite these differences, distinct ecological principles were incorporated into both the strategic and the statutory plan. We conclude by suggesting general strategies for exploiting the planning process towards ecological sustainability goals and the long-term conservation of green infrastructures, and advocate for the integration of students into campus ecological design activities.

## 1250 | ECOSYSTEM SERVICES AND URBAN LAND USE PLANNING - THE FINNISH PERSPECTIVE

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**ABSTRACT:** The concept of ecosystem services is widely promoted as a useful framework for urban land use planning. It is seen as a way of making visible the multiple benefits people derive from urban nature and thus offering an instrument for planning more sustainable urban environments. However, the examples of applying the concept in practical urban land use planning remain fairly scarce. The ecosystem services framework in general and the goal of mainstreaming the framework into urban planning in particular are also criticized and researchers have raised relevant questions and concerns to take into account when promoting or considering the concept in concrete planning situations.



In this paper, I explore how city planners approach the concept of ecosystem services in the context of municipal master planning process and how ecosystem services have been integrated in the master plan. The study draws on a case study of a strategic local master plan process in Lahti, Finland and the empirical data consists of qualitative interviews of city planning officials and documents produced in the planning process. The example of Lahti is especially relevant since the main goal of the master plan is to densify the existing urban structure while at the same time maintaining the quantity and quality of urban green and the connectivity of green areas. In Finland, addressing ecosystem services in municipal planning is not mandatory but nevertheless plans must deal with various aspects of urban green. The purpose of this paper is to provide insight into how the broad concept of ecosystem services is operationalized in existing land use planning practice and translated into concrete planning tasks and objectives in the local context.

My findings suggest that the way the planning process was organized, aimed at bringing together different branches of city administration as well as citizens, had an effect on how the ecosystem services framework was used. By taking a close look at one planning process, I hence aim at shedding light on the ways the institutional context plays a part in shaping how the concept of ecosystem services is applied. Analyzing the practices in which the concept has been used can inform the scientific and practical attempts to operationalize and mainstream the ecosystem services framework. On the other hand, analyzing concrete planning processes and practices can also raise critical questions about the boundaries and relevance of the framework in making choices between different planning goals and ways to achieve them.

**KEYWORDS:** urban nature, urban ecosystem services, urban land use planning, strategic planning, case study

## SLOT T06.S06 | ROOM V1.11 | EDUARDA MARQUES DA COSTA | IGOT-ULISBOA

### 530 | THE INTEGRATED TERRITORIAL INVESTMENT (ITI) AS A TOOL FOR SUSTAINABLE URBAN DEVELOPMENT: THE CASE OF THE HISTORICAL CENTRE OF VERIA, GREECE

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**ABSTRACT:** The Europe2020 Strategy strongly emphasizes the crucial role cities are to play towards sustainability, in response to both the reality of climate change and the growing importance of cities in the pursuit of territorial cohesion. With around three quarters of its population living in urban areas, Europe is the world's most urbanised continent; nonetheless, the same attributes that make urban living preferable (proximity to employment, vibrant and diverse everyday life, economic benefits) are the ones that put increasing challenges to environmental and social sustainability. In the two previous Programmatic Periods, from 2000 onwards, the European Union implemented a series of strategies to promote urban interventions through the prism of sustainability in its member countries. In Greece, however, the materialisation of EU Operational Programmes has hardly targeted on a holistic approach but rather on fragmented interventions of a purely physical-spatial character, since the concept of urban intervention has for many decades been misinterpreted as public works. Reasons for this setback include an ambivalent public opinion about EU mandates, the established modus operandi of local politics but also a long-held reluctance, in the related professional fields, to redirect urban design and urban planning practice towards a less spatial- and more territorial-oriented approach.

Nonetheless, from the beginning of the current Programmatic Period, a notable change has occurred in Greece: EU-funded projects and actions are now channelled through the mandatory implementation of the Integrated Territorial Investment (ITI) tool. Instigated by the prerequisites for financing through EU funds, Greek public administration – from the national to the regional to the municipal level – is currently in the process of reshaping a long tradition of urban intervention: what was once known as urban renewal and focused on physical transformation only, now has to be replaced by an integrated approach towards urban space, taking into account not only the built environment, but also the social and economic space of cities, their relation to the natural environment, and their impact on climate change. Not only has the scope of urban intervention opened to include these different parameters, but also the Integrated approach forces municipalities to adopt government approaches that are quite uncommon in Greece: to involve multiple stakeholders including residents and other civil communities-of-interest in the entire process.

Given the aforementioned problematic Greek framework, the paper will examine the prospects and challenges of testing the ITI tool for urban intervention in the case of the city of Veria. The historical nucleus of Veria covers almost one fourth of the entire city area and is rich in cultural heritage: monuments from Roman, Byzantine, Jewish and Ottoman cultures, as well as entire neighbourhoods which are declared protected sites of vernacular architecture. However, Veria, as all urban centres in Greece, has been struggling with acute social and economic problems due to the financial crisis and its centre suffers from degradation and a shrinking population. The paper will present the outcomes of using the ITI tool in the formation of a Sustainable Urban Development Strategy for its historical centre, and compare the EU philosophy expressed in the Europe2020 Strategy for territorial cohesion with the local challenges and aspirations.

### 846 | COHESION POLICY GOING LOCAL?

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**ABSTRACT:** Within the multi-level governance system that is the EU, there has been an increasing interest in the existing and potential role of the sub-regional/local level in the delivery of European Cohesion Policy, for example through recent tools such as ITIs and CLLD. An apparent decrease in the

appreciation of and identification with the European project, combined with ongoing criticism of its 'democratic deficit', clearly prompted the European Union to look for ways of bringing its activities and policies, including Cohesion Policy, closer to the EU citizens.

Against this background, this paper has three key aims. It firstly analyses, based on the relevant literature, whether and how a case for an enhanced role of the local level in the design, deployment, evaluation and adjustment of Cohesion Policy, can be made; potentially making it more effective in promoting the development and achievement of territorial cohesion and 'spatial justice'. The paper then moves on to the identification of potential factors - not exclusively at the local level, but also at higher territorial scales - that condition the local accessibility of European policies, local abilities to articulate needs and equality claims. Lastly, the paper will assess local capacities for exploiting European opportunity structures in concrete cases of policy deployment and identify mechanisms that can empower the local level and its constituents (institutions, communities and individual citizens) to play a part.

## 976 | DEALING WITH CHANGED PRIORITIES OF THE EU COHESION POLICY IN THE NETHERLANDS: THE CASE OF FLEVOLAND

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**ABSTRACT:** Originally intended as counterpart to the strong economic ideals of the European project, the EU Cohesion policy aims at reducing regional and social disparities in the European Union. Its establishment led to a new paradigm in European policies by which the region became the main unit for policy intervention. More importantly, the establishment of vertical and horizontal partnerships became an important requirement for member states to get European funds. In such way, multi-level governance has become the trade mark of European policy implementation practices. However, many tensions and struggles arise, related to the selection of areas, projects and partners, which clashes with the member state's territorial administration as it implies the transfer of competences to the EU level (Faludi, 2016). Such tensions are not only observable in countries with authoritarian regimes but also on the ones with more cooperative traditions (Dabrowski et al., 2014). Further, the successive Cohesion policy reforms have brought new priorities and thematic objectives. There has been a shift of resources to the new member states and less funding for richer regions. At the same time, there is an increasing focus on territorial cohesion and supporting development in all territories. The last reform (2014-2020) also involves a clear shift towards thematic objectives related to cities' development.

The Dutch province Flevoland serves as an useful illustration of the features of the implementation of European Cohesion policy and the challenges its evolution brings about in European spaces. Flevoland was established in 1986 on land that was reclaimed from a section of the North Sea, known in the Netherlands as the Southern Sea. Today, Flevoland is home to more than 400.000 people, who mainly work in agriculture or commute to work in Amsterdam. Flevoland is singular because due to its lagging economy, it was the only EU Objective 1 region in the history of the Netherlands, in the 1994-1999 period, thus benefitting from substantial allocation of funding from EU Structural Funds, including the European Regional Development Fund (ERDF). However, the current stake of Flevoland in the latest ERDF programme is minor, as most of the EU funds goes to the four big cities of the Netherlands also located within the same region.

This study attempts to understand how the multi-level governance in charge of the implementation of the EU Cohesion Policy in Flevoland has evolved to deal with the changed policy priorities since the 1994-1999 period. This understanding is useful to identify how has the objective of territorial cohesion been pursued along the successive policies, and which are the lessons that can be drawn for EU Cohesion policy from the Flevoland experience, also informative for other relatively richer regions in the EU. This study draws upon work being done within the COHESIFY, a Horizon 2020 research project, and relies heavily on interviews with key stakeholders and policy analysis.

**REFERENCES:** Dąbrowski, M., Bachtler, J., & Bafoil, F. (2014). Challenges of multi-level governance and partnership: drawing lessons from European Union cohesion policy; Faludi, A. (2016) The territoriality of Cohesion policy, In: Piattoni, S. and Polverari, L (Eds) Handbook on Cohesion Policy in the EU, Cheltenham/Northampton, MA.: Edward Elgar.

## 1046 | PARTNERSHIPS IN THE EU URBAN AGENDA: A WAY TO MAKE STRATEGY PAPERS COUNT?

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**ABSTRACT:** Whether European spatial planning or territorial cohesion, the main challenges for spatial development at the EU scale remain unchanged: inherent complexity and fragmentation of competences. The EU does not hold any competence regarding land use planning, but has shares the competence for certain sectoral policies such as regional, environmental or agricultural policy, which can be included in a broader understanding of spatial planning. Accordingly, the EU's involvement with spatial planning can be categorised in three strands: legally non-binding strategic policy papers; legally binding regulations and directives; and funds, subsidies and financial incentives.

When it comes to planning ideas and objectives, the strategic policy papers are clearly the most crucial strand. Nevertheless, these documents are often regarded least influential for planning practice due to their non-binding character. Especially sub-national actors in the member states often cannot relate to the abstract issues in such documents and thus show little commitment and ambition to comply. This leads to an unsatisfactory situation for the EU as well as the representatives of member states who have spent years on developing and negotiating such intergovernmental documents.

As a response, partnerships were introduced as new instrument in the latest strategic document at EU scale, the Urban Agenda. Partnerships refer to deliberate arrangements that draw together the resources (financial, practical, material or symbolic) of specified actors or organisations, and in a way that creates a capacity to act with regard to defined objectives. The partnerships are aimed at supporting the implementation of key issues within the Urban Agenda and, while the voluntary and legally non-binding character persists, force partners to clearly state their commitment towards certain themes. The partnerships comprise of several member states, urban authorities, EU organisations as well as lobby networks, creating a soft governance arrangement for organisations which would otherwise not have any institutional framework to cooperate. Partnerships thus hold the potential to involve new actors in European politics and policy making, such as mayors or urban authorities, while at the same time bringing EU policies to the ground, to regional and local level.

Although the notion of partnership has been applied in the context of the EU before, e.g. in the field of regional policy, it is an innovation with regard to strategy papers. The discussion on territorial cohesion and European spatial planning might consequentially gain momentum again if the EU succeeds in attaching increased importance to the Urban Agenda through implementation partnerships.

This contribution is interested in answering the question whether partnerships are a suitable arrangement to give meaning to EU strategy papers without challenging their legally informal status. As a case study, it takes a closer look at the recently established partnership on housing within the EU Urban Agenda. Without delving into the housing issue as such, it aims to understand why certain actors commit to this new form of cooperation, what potentials and limitations the approach holds and how it affects the embedment of the Urban Agenda into national and subnational policies.

## 1144 | PARTICIPATORY APPROACH TO REGENERATION PROCESSES IN POLISH CITIES AND REGIONS

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**ABSTRACT:** The paper will present the impact of EU Cohesion Policy 2014-2020 on regeneration processes which are implemented in Polish towns, cities and metropolis when emphasizing general formal and legal framework including examination of the possible distribution of EU funds for regeneration projects within the regional operational programmes. The paper will focus on different approaches to the implementation of Cohesion Policy in Polish regions. Differences are the effect of the national conditions which allow regions to form their own policy within general frameworks. The first study case will be the Mazowieckie province and the capital city as the metropolis. However, the Pomeranian province with the

innovative way of managing the implementation of the regional operational programmes will be presented as a main focus point. In Pomerania, the regional authorities chose the alternative way within the negotiation process on the basis of multiscale, multilevel, multisectoral approach of governance. The coordination and mentioned above cooperation is involving not only local and regional government, but also other actors who are playing a key role in the negotiations. The whole process relies on the formula which has been proposed and proven while negotiating projects within the Integrated Territorial Agreements for functional urban areas of the Pomeranian region, the ITI (Integrated Territorial Investment) based instrument.

In the scope of conducting the regeneration processes in Poland, beside the rules of allocating funds from EU Cohesion Policy 2014-2020, there are two other legal instruments: guidelines from Ministry (2016) and the Act on Regeneration (2015). The enrollments of the Act on Regeneration obliges Gminas (eng. basic land administrative units/municipal offices), which apply for subventions for regeneration projects, to prepare a complex Municipal Regeneration Programme (pl. Gminny Program Rewitalizacji) complies with the guidelines set by the experts representing Marshals' Offices. Even on this preliminary stage, the multidimensionality within the management of regeneration processes in Poland is outlined. Therefore, planned ways of implementation and prospective outcomes of regeneration processes in Polish towns and cities of various sizes as well as specific examples of projects financed within the EU 2014-2020 perspective will be presented in the paper. Moreover, there will be supplemented with examples. It is worth remarking that due to the multistage analysis - both in institutional and regional or local governance, the research will answer the question how the integrity between EU policy and local municipalities and inhabitants expectations is combined. In the case of implementing The EU Cohesion Policy in Poland, that integrity is the most noticeable during negotiation at the local level.

## SLOT T07.S04 | ROOM V1.12 | ISABEL RAPOSO AND SÍLVIA JORGE | FA-ULISBOA

### 41 | PLANNING FOR DIVERSITY AND THE PUBLIC DOMAIN IN A PLUTOCRATIC CITY

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**ABSTRACT:** The hollowing out of the local state in the UK has come at a time of significant wealth accumulation (expanding numbers of the super-rich) and deposition in the London housing market. These diverging fortunes set the scene for increasingly clear contests between the power of raw capital and local planning authorities emasculated by central government spending cuts. It is in this context that proposals for high-rise luxury apartments, the demolition of heritage homes and significant expansion downwards of others via basements now takes place. Challenges by planners are met with well-funded and coordinated responses by owners, by planning and environmental consultants or through flagrant regulation breaches in the knowledge that authorities have low levels of resource to contest these. Thus we can see that the city is being changed by and for capital and via agents deployed by the super wealthy. Using data from a large study of the super-rich in London we examine the feelings of wealthy residents in areas subject to these changes and describe illuminating case examples of the triumph of capital over accountable planning practice. The final section considers the need for a re-tooling of the planning system in ways that might prevent the further appropriation of its public spaces and assets by capital and the kinds of inequalities and displacements generated by it.

### 120 | PROCESSES OF STAKEHOLDERIZATION IN MARGINALIZED COMMUNITIES

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**ABSTRACT:** Riace is a small village in Calabria, Southern Italy. Since 1998, Riace Model is worldwide known for addressing both the refugee issues and the inland depopulation challenges in Italy.

In studying this case we need to follow the example of Neighbourhood as Refuge (Anguelovski, 2015) and to go beyond former views of environmental justice declaring that the proper meaning of this concept is that every person, regardless of race, income, culture, and gender has the right to a decent quality of life. This embraces improvements in physical and mental health as well as processes able to address stigmas about marginalized communities and to promote democratization and participation in spontaneous planning and citizenry.

Given this starting point, can Riace model shift from an integration model to a local governance model able to create an effective link between the satisfaction of human needs and the socio-political capacity and access to resources?

First and foremost, to address this question we need a (re)new(ed) concept of community. This means trying to look at it not as a classic object of analysis (in a positivistic and essentialist way), but as a field of multiple trajectories which negotiate a here-and-now (Massey, For Space, 2014) and where different techniques of subjectivation are trying to keep the conversation going (Greenwood & Levin, Introduction to Action Research, 2007).

Using an ethnographic and genealogical method, the fieldwork - currently in itinere - aims to understand the processes of stakeholderization as learning to be affected (Marres, No issue, no public, 2005) under specific (and precarious) conditions and in specific (and ever-changing) settings. At the same time, the fieldwork allows to understand the role of the researcher as a mediator in a Latourian sense, as s/he her/himself involved in a process of stakeholderization who can activate new and unexpected collective becomings.



## 764 | AN ARCHAEOLOGY OF SILENCE. A STUDY OF WORDS AND THINGS THAT PLANNERS DON'T TALK ABOUT

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**ABSTRACT:** Planning discourses are where issues of common and particular interests are discussed, defined, judged and argued for. In an ideal case, many disciplines and stakeholders, in addition to the planning practitioners, participate in gathering and constructing knowledge that is used in dialogues between them, fostering legitimacy of the political process. However, this normative ideal is confronted with the obvious fact that not everything is discussed or brought to the agenda and, even when they are, are bypassed in a complex process of irrelevance-making, making things 'disappear'.

In this paper, we shall aim at an 'archaeology of silence' in the sense of giving a voice to these neglected and silenced words and things in planning. The term is naturally derived from Michel Foucault's *Histoire de Folie*, but it is here used to address the silence within contemporary planning discourses and their historical background. Instead of simply suggesting normative guidelines for more inclusive planning, we try to figure out how this kind of systematic silence could be understood and what kind of mechanisms are responsible for it, ignoring no form of discontinuity, break, threshold, or limit (The Archaeology of Knowledge, p. 34). Thus we discuss contemporary planning practice against the background of the locality and path-dependency of professional thinking.

We shall do this by discussing three formations that have proved out to be particularly problematic: (1) ecology and ecosystem services as a positive/dynamic understanding of urban change, (2) multiculturalism, and (3) multi-locality. All of these are highly relevant in contemporary urbanisation: (i) ecosystem services (regulating, provisioning, supporting and cultural) are potentially endangered in the context of urban growth and density, (ii) growth of immigration challenges implicit references to a uniform culture and biopolitics (planning based on biological features such as age, gender and disability, ignoring cultural differences), and (iii) planning directed at, and contained within, specified geographical areas, is challenged by multi-locality of employment and housing and the increasing role of ICT in working practices, social connections, and the related space-related life-styles, including the virtual. However, in spite of the 'self-evidence' of these arguments for relevance, professional discourses often exemplify systematic structures of disregard and neglect that is evident from our analysis. This can only be understood – and potentially changed – by addressing the professional background of discourses on nature, culture and place/space. These in turn are connected to the more general tradition of functionalistic and biopolitical thinking in planning.

The paper is based on a study that is part of a larger project BEMINE (Beyond MALPE-Coordination: Integrative Envisioning), funded by the Strategic Research Council of Finland and coordinated by the Academy of Finland.

## 786 | AN EVALUATION OF URBAN POLICIES AND PLANNING PRACTICES ON URBAN DIVERSITY: CONFLICTS AND CONTRADICTIONS

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**ABSTRACT:** Within the recent decades, cities have become more diverse than ever, sourced by the impacts of globalization, increasing immigration and international mobility, and rapid changes in population compositions. These changes have not only created new forms of diversity, but also brought about major transformations with regard to the roles and responsibilities of governments. In the face of new complexities and challenges driven by the globalization, including economic recessions, competition over the limited resources and priorities of becoming more globally competitive, governments have been criticized for failing to respond to the needs of certain forms of diversity.

The pursue of economic growth and competitiveness has led many governments to attach great importance to use diversity as a source of economic growth. Thus the focus has been on high-skilled and entrepreneurial groups and their contribution to the economic development. However, it raises criticisms that this market-friendly diversity approach has neglected problems and needs of those whose particular

diversities are not associated with the global and competitive image of cities, including low-income groups, immigrants and other disadvantaged groups, who face growing social exclusion and stigmatization.

Such arguments fit well into Turkish context and Istanbul, a city characterized by a rapidly growing and diverse population, in terms of ethnic, cultural, socio-economic and demographic diversity as well as diversity of lifestyles and activities. An examination of the urban governance in Istanbul shows that the urban policies and planning practices have developed in the face of increasing concerns of the central and local governments to use the city as an engine of economic growth, which has negative impacts on diverse groups. Contemporary urban practices have been criticized for serving profitable interests, rather than the needs of inhabitants. As a result, neoliberal urban practices have created new forms of inequalities and social problems.

Without the existence of inclusive measures and planning practices create conflicts and discord within urban societies. Those conflicts are not only related to the use over land uses and the role of planning to create ample and accessible housing facilities, public transport, green spaces, etc. but also associated with the spatialization of cultural and religious values. Moreover, current spatial practices lead to socio-spatial segregation. Most urban areas in Istanbul witness separate urban lives and spaces shaped by neoliberal urbanism; at one side, there are spaces of socio-economically impoverished and deprived, vulnerable, socio-spatially stigmatized groups, and at the other side, there are spaces of wealth characterized by the privatization of public space, distinctive residential areas and consumption spaces.

Therefore, this paper raises the question of how and to what extent the needs and demands of different groups are responded, and questions the competence of policy and planning in diversity-related issues, considering Turkish planning and policy context. The paper aims to show how policies and practices contradict the inclusive and participatory purposes of planning, and presents the inefficiencies of the governance mechanisms in terms of diversity. The paper also discusses some general principles which may guide urban governance, policy-making and planning for sustaining and managing urban diversity.

## 972 | ENGAGING FINE-GRAINED DATA FOR CULTURALLY-ADAPTED SUSTAINABILITY PLANNING: THE CASE OF HOLYOKE, MA

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**ABSTRACT:** For many distressed cities reinventing themselves in the 21st century, revitalization rests on cultural and sustainable development as central tenets. In remaking urban places, this means not only restoring the economic opportunity cities once provided, but also creating urban environments that foster inclusion, equity, and security, while adding to the well-being of residents. Nevertheless, the growing trend in culture-driven development models reveals that such strategies may conversely entail gentrification and loss of social capital, deepening rather than solving social and economic disparities. Culture is a multilayered concept that involves knowledge systems and values, traditions, beliefs and modes of life, as well as the products that emerge from these systems. Initiatives that capitalize on values derived from cultural goods while overlooking inner layers of culture that characterize social groups are likely to pursue singular realities that benefit some and marginalize others, and as such fail to deliver the full benefits that could be realized.

This paper presents methodological advancements to assess, coordinate and integrate multiple identities and realities into policy and planning frameworks in order to articulate visions, set priorities and devise pathways of achievement that are adapted to cultural contexts. This methodology, developed through multi-year research and several empirical applications in culturally, socially and economically diverse communities, draws from cross-cultural research, values theory, environmental psychology, and social indicators with a particular focus on self-reported life satisfaction at the collective domain. It follows two major lines of inquiry that involve (i) developing an understanding of the community culture through values held by its members, and (ii) assessing perceptions of, and satisfaction with, the place, community life and living conditions factors combined. Combining both qualitative and quantitative procedures, the goal is to gather wide and deep information in the shortest time and cross-validate findings. Using inexpensive technologies (digital platform and tablet app) data is collected bottom up by members of the community itself. This paper will discuss findings from the deployment of this multidimensional framework in the city of Holyoke, Massachusetts, in partnership with 19 local community and non-profit organizations.

Holyoke is a city of varied neighborhoods, layered cultures and strong communities, and it features some of the most extraordinary industrial heritage landscapes in the United States. Holyoke is also one of the Massachusetts 'Gateway Cities' that are home to a third of the state's population and a disproportionate number of its poorest residents. The government is seeking to promote the revitalization of cities like Holyoke through culture-driven initiatives, and major investments have been allocated to education innovation and infrastructure, however, they did not reflect primary needs of the local population, sparking local concern about gentrification. Community partners collected over 1,000 survey responses and an understanding of the community's different realities was built from individual perspectives. While unveiling shared meanings and purposes with broader implications for quality of life, a set of actionable site-level information was deployed for use alongside statistical and technical data commonly used by planners and public officials.

## 1232 | COMPLEXITY OF THE RECENT INTERACTIONIST APPROACHES IN MARGINAL URBAN AREAS AND THE RIGHT TO THE CITY FOR ALL: LEARNING FROM INTERVENTIONS ON MAL

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**ABSTRACT:** Complexity of the recent interactionist approaches in marginal urban areas and the Right to the City for all: learning from interventions on multicultural neighborhoods in the Metropolitan Area of Lisbon (MAL).

This communication intends to contribute to the reflection about recent intervention processes on marginal and multicultural neighborhoods aiming to improve the living conditions, that bet in the dialogue between different agents: residents from different places and cultures, local associations, civil society, including associations, NGOs or universities, local government and other public and private institutions. Since the 1950s, criticism of vertical decision-making processes and of the de-structuring and exclusionary effects of the modernist functionalist and rationalist approach, that marks the renewal of urban centres and the post-war massive and peripheral resettlement, lead to openness to social and cultural concerns and participatory processes. Strong social movements and urban struggles erupt during this period, calling for a new way of production of the city, that Henri Lefebvre will translate into his masterpieces that frame this reflection, the Right to the City (1968) and the Production of Space (1974). In Portugal, these premises mark the precursor SAAL program (Local Ambulatory Support Service) launched in 1974, in the midst of a revolutionary period that ended with 40 years of dictatorship, and aiming to relocate the residents of precarious neighborhoods. This housing program of short duration was the scene of an intense dialogue between the various actors involved, giving voice to the poorest citizens and bringing to the architects' public discussion their ability to listen and dialogue with the inhabitants of these neighborhoods. This brief historical and theoretical view and the reference to this experimental laboratory of an interactive approach, frames the look on the recent experiences which occurred in the new millennium. They are diversified in the contexts, in the programs and in the procedural configurations of intervention in the neighborhoods of the urban margins of Lisbon as well as in their results. They concern four municipalities of the Metropolitan Lisbon Area: Lisboa, Amadora, Odivelas, Loures and Almada. The experimental and punctual nature of these various interventions, conducted by different types of actors, offers a rich material for reflection about questions that we want to discuss here: In what circumstances these interactionist approaches lead in fact to the Right to the City for the inhabitants of these neighborhoods in Lefebvre's perspective, of being co-authors of the production of their living space? What are their limits, the advances and setbacks, the adhesions and the resistances that they trigger? What are the achievements that are obtained in the perspective of the construction of a more inclusive and democratic city? What types of space they configure, what is the nature of land ownership and housing as individual use value collectively acquired? And, finally, what lessons we draw from these experiences?

## SLOT T08.S04 | ROOM V1.14 | PANTOLEON SKAYANNIS | UNIVERSITY OF THESSALY

### 314 | LEARNING-BASED DEVELOPMENT IN CHINA'S SMALL TOWNS: TOWARDS ECONOMIC LINKAGES AND URBAN- RURAL INTEGRATION

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**ABSTRACT:** As the problem of urban-rural inequality in China becomes increasingly severe, urban-rural integration has become a hot topic among both researchers and policymakers. However, to achieve urban-rural integration faces the challenges from dualism in institutional arrangements, diversity in territorial contexts, and uncertainty in development environments. In response to these challenges, this paper employs the idea of 'economic linkages of small towns' to develop a rural-centred, place-based, and process-oriented approach towards urban-rural integration. This paper examines the functions, patterns, and dynamics of economic linkages of small towns under the wider economic-spatial restructuring process brought by rapid economic growth and urbanisation in China. More specifically, this paper explores the implications of small towns' economic linkages for integrated development of urban and rural areas.

Based on the idea of 'problem-solving', this research develops the conceptual framework of 'Learning-based Territorial Economic System (TES)' which includes 'knowledge system', 'organisational system', and 'territorial system'. This conceptual framework conceptualises 'economic linkages' as interactions between economic actors who participated in various 'interactive situations' in solving local development problems. This paper uses the case study of successful small town and rural development in Shunde, Guangdong. The empirical findings demonstrate that economic linkages are crucial in identifying local development problems, getting access to key economic resources, and coordinating economic activities in uncertain circumstances. Based on the empirical findings, this research develops the Shunde Model of learning-based development – as coherent systems of economic linkages in problem-solving processes. Explicitly, the Shunde Model features interactive situations of reflective monitoring, skill matching, and communicative mediation.

### 499 | TERRITORIAL REGENERATION PLANS AND "LOW CARBON FUTURE STRATEGIES. THE FRIULI VENEZIA GIULIA REGION AS A CASE STUDY AREA

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**ABSTRACT:** In Italy, the territorial impact of the longest and most severe post-war economic crisis is interacting both with an endemic territorial neglect -that exposes people and local communities to devastating risks and a permanent state of insecurity and uncertainty- and with a strong shrinkage, in some regions, of the territorial capital (OECD, 2001). A decades-long cycle of "re-territorialization", based on the regeneration of "territorial capital", can therefore become a major strategic policy, at both national and regional levels. It should be aimed at assuring security to the people exposed to risks, redevelopment of the settlements, certainty for investments, basic efficiency in the residential, production and service systems. It should also be oriented, on a broader horizon, towards the low carbon future a perspective that has assumed, in the institutional and scientific literature and beyond its direct environmental implications, wider political, socio-economic and technological implications.

So the question is how to approach and frame a long-term strategy of "re-territorialization" to be based on wide and deep regional and local plans of regeneration of the territorial capital. A bottom-up micro-structural framework more closely related to the places of people's daily lives and the real local economies seems to be a valid approach against the real difficulties that the top-down macro-frames have demonstrated (Fabbro, Brunello & Dean, 2015) particularly in terms of multilevel governance.

The simulation (qualitative and quantitative) that is conducted in the paper, with reference to the Friuli Venezia-Giulia Region in North-eastern Italy (not particularly large although functionally rather complex and governed with a Special Statute of Autonomy), demonstrates that the main problem is not so much financial nor the constraints on public budgets because most of the resources, in the regeneration of territorial capital, would be private (household savings), while public resources (essentially regional) should above all play a leveraging role. The problem is mainly of trust in the future and of consequent organization and action at the different levels involved.

## 573 | KNOWLEDGE ECONOMY, METROPOLITAN DEVELOPMENT AND LOCAL ISSUES: STRATEGIES OF LILLE (FRANCE) AND BELO HORIZONTE (BRAZIL) TO FACE THE RAREFACTION OF RESO

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**ABSTRACT:** In the context of globalization, the knowledge economy is a major challenge for the economic development of cities. This is true for world metropolises such as global cities, but also for industrial agglomerations facing a structural change challenge, characterized by the transition from an industrial economy based on working class labour to a creative economy, especially around new technologies, with more qualified employees. Lille (France) and Belo Horizonte (Brazil) constitute two examples of this reality in different contexts – the former industrialised Europe and an emerging country. This challenge is at the heart of development strategies with strong convergences: the identification of Information and Communication Technologies (ICT) and the video and creative industries as priorities; the mobilization of public and private actors within the projects.

In Lille, premium clusters have been set up inside of new major urban projects, aiming at the construction of new neighbourhoods: “Euratechnologies”, in the Rives de la Haute Deûle district, or “Plaine Images”, in the Union district between the cities of Roubaix and Tourcoing. In both cases, these are former areas of industrial wasteland located in poor zones of working-class tradition that are facing major socio-economic and urban changes.

In Belo Horizonte, we focused on a series of one-off initiatives around independent technological centres (BH-TECH, Laboratório Aberto, FUMSOFT, Seed– Startups and entrepreneurship Ecosystem Development – etc.). These initiatives, in which the university is frequently present (PUC-Minas and UFMG), are organized in network. However, they are not associated, as in Lille, with urban projects. They intend to foster the emergence of an enabling environment for the development of the knowledge economy. In Lille, network logic is also operative.

In a context of limited resources, particularly public ones, how did the actors concerned succeed in developing these strategies, which make it possible to stand out in their national context – France and Brazil – and to anchor local and regional developments in global networks? We can wonder if the inclusion of these strategies in globalization processes is producing negative effects on the local environment. The examples of Lille and Belo Horizonte show that it is possible to associate technopolitan development and social development, in particular, by training young people from a less privileged neighbourhood to new technologies. Moreover, the example of Lille shows how clusters of excellence take part of the spatial requalification of working-class districts and with a governance that avoids excessive gentrification.

This communication is part of a program of comparative research between Lille and Belo Horizonte, all the more relevant on this subject, that the Lille and Belo Horizon actors of the new technologies maintain relations of intercognition.

## 851 | THE ROLE OF PARTNERSHIPS IN REGIONAL GOVERNANCE: WHAT DRIVES THE BUSINESS SECTOR?

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**ABSTRACT:** The UK is a special case when it comes to regional economic development and governance for two reasons. First, the UK displays one of the starkest interregional disparities in the OECD across a whole range of socio-economic indicators. While London is the undisputed economic powerhouse of Europe, most English regions are strongly underperforming. The remarkable period of sustained economic growth between the mid-1990s and the global financial crisis in 2007 has rather increased inequality. The lack of governance mechanisms to address regional development has exacerbated these spatial inequalities. Despite a recent discourse on localism, the UK remains one of the most centralised countries. In 2010 the abolition of the regional authorities in England resulted in a strategic vacuum for any meaningful regional development policies at the regional level (McCann, 2016). More recently, there is tendency towards devolution, but this is a best partial because the focus is mainly on city regions and leaves out large parts of England. Another UK particularity is the prominence given to the private sector in (sub) regional economic development. Both Regional Development Agencies and the later Local Enterprise Partnerships were at least on paper private sector-led.

This combination of the economic imbalance and the lack of meaningful governance structure lay at the base of the 2014 Northern Powerhouse initiative driven by the Chancellor of the Exchequer, George Osborne, which created a new interest in regional development from a wide range of actors. Northern Powerhouse is quite an elusive concept. It attempts to rebalance the national economy by joining up and strengthening the economies of northern cities, with Manchester leading the way. Improved connectivity between northern cities and city region devolution deals were seen as key elements (Nurse, 2015). The change of Government after the Referendum caused leading proponents of Northern Powerhouse to resign, but it seems that some of the ideas have survived, albeit with slightly changed focus (HM Government, 2016).

Northern Powerhouse created new appetite for regional planning, receiving substantial buy-in, particularly from the private and third sectors. Yet public events on how to create a resilient and sustainable Northern Powerhouse (e.g. Dembski et al., 2016) reveal substantial differences in views on the role of the core cities vis-à-vis the rural areas, purely economic versus more integrated approaches and between the different regions of the North. What drives the non-governmental sector, how are decisions made and what influence do they have? This research hopes to provide answer how to better involve the private and third sectors in regional governance, building on empirical research on the Northern Powerhouse.

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## 1052 | GOVERNANCE OF URBAN DEVELOPMENT PROJECTS: THE CASE STUDY OF PARQUE DAS NAÇÕES, LISBOA

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**ABSTRACT:** The increasing global flows and transnational processes of capital, trade, labour and culture although have favoured the intensity of worldwide regional interconnections did not generate, at a regional and urban scale, homogenized planning milieus. Contrarily, regions and cities manage their transnational challenges based on different sets of actors, strategies, resources, structures and environments becoming increasingly relevant, at the governance level, the formulation of an integrated, multi-level and participative response.

Large-scale Urban Development Projects have been persistently introduced by local, regional and national governments as a strategic endeavour under neoliberal globalization with significant potential to unleash spatial economic development and equity. Nevertheless (despite few exceptions), their implementation frequently based on a 'blueprint' planning approach have created risks of social, spatial and institutional fragmentation and lack of sustainability. Consequently, during the continuing economic crisis and scarcity of public resources new governance challenges and frameworks have emerged.

The current paper is part of an ongoing doctoral research project and aims to critically study the role of governance, strategy, networks (of actors) and decision processes in the implementation of large-scale UDP's focusing on the case-study of Expo 98/Parque das Nações in the city of Lisbon. Indeed, hosting the Universal Exposition megaevent of 1998, gave the city of Lisbon the exceptional opportunity to regenerate



a wide industrial, polluted and obsolete area (brownfield) in its east side waterfront. A state-led urbanization project was implemented with the ambition to transform the declining area into a completely new, connected and revitalized business, commercial, cultural and residential environment.

In the first stage, the article intends to provide an updated theoretical reflection on the concepts of governance (multilevel and multisector), large-scale urban interventions under conditions of contemporary globalization, crisis and scarcity of resources. Secondly, the paper will analyse the urban project's original governance settings of strategy-making, stakeholder relations and decision-making processes describing the perceived social, spatial and institutional effects. Subsequently, the research will identify and critically examine the current emerging governance framework to, finally, generate possible recommendations on stakeholder participation, institutional re-setting, and on spatial public policies towards a more inclusive, integrated and responsive governance model.

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## **18 | FROM CENTRAL TO MARGINAL: THE TRAJECTORY OF ISRAEL'S PUBLIC-HOUSING POLICY**

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**ABSTRACT:** Over the past decade, in the wake of the global housing crisis, many countries have again turned to public housing to increase the supply of affordable housing for disadvantaged residents. Because the literature and past experience have generally shown public-housing policies to be contrary to the urban-diversity approach, many countries are reshaping their policies and focusing on the mix of people and of land uses. In this context, the Israeli case is particularly interesting. In Israel, as in many other countries (such as Germany and England), there was greater urban diversity in public-housing construction during the 1950s and 1960s (following the state's establishment in 1948). However, at the beginning the new millennium, when many countries began to realize the need for change and started reshaping their public-housing policies in light of the urban-diversity approach, Israel responded differently. In this study I use urban diversity's main principles—the mix of population and land uses—to examine the trajectory of public-housing policy in Israel from a central housing policy to a marginal one. The findings and the lessons derived from the Israeli case are relevant to a variety of current affordable-housing developments in many places.

## **251 | FEDERAL MY LIFE MY HOUSE ENTITIES PROGRAM: A CASE STUDY ABOUT HIGH QUALITY HOUSING PROVISION IN BRAZIL**

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**ABSTRACT:** This paper proposal deals with the topic of self-build housing and local facilities in Brazil and the Netherlands, as part of the comparative research Between self-regulation and formal government: the challenges of self-build housing and facilities, BESEFOGO.

Self-build is defined as the practice in which people produce their own house and (collective) neighborhood facilities. This can be with or without the hiring of outside expertise (architect, constructor, workers etc.) or official funding outlets (bank loans, mortgages etc.). Formal institutions and governance systems face increasing difficulties in both countries to satisfy the need for good quality, affordable housing, which is an important condition for socially sustainable urban development. Brazil has a long history of low quality informal self-build housing areas that currently face the challenge to improve regarding tenure security, safety and access to basic needs like sanitation, energy, water and public transport.

São Paulo has a long history of innovative policies regarding self-build housing. Initially, the self-help housing occurred mainly on individual lots purchased in peripheral areas, slums and squatter areas. In general, this form of self-help was domestic with possible help of friends and relatives, bringing together groups to a collective building task force. During the last two decades, self-help and collective task forces were steadily incorporated by government housing programs. Programs like São Paulo's local Self-Management Housing Program (1989-1991), the statewide São Paulo's Self-help Program (1995) and the federal Solidary Loan Program (PCS, 2004) and My Life My House Entities Program (PMCMV-E, 2009) show the consolidation of a different housing production in Brazilian context.

The main research question is: how is the capacity for self-regulation in practices of self-build housing and facilities related to formal governance and regulation domains and how can this relationship be optimized to create more socially sustainable forms of urbanization?

This paper analyses as specific case study: Ipiranga Building Project, a retrofit project of an old public empty building in São Paulo central area. This is the first renovation project of an existing building ever approved by federal government program PMCMV-Entities.

The building was used as a Justice Court House during the 1970's and 1980's. It was left empty after 1992. The housing movement - ULCM – Unificação das Lutas de Cortiços e Moradia (Tenements and Housing Struggle Union) – occupied the building the first time in 1999 and again in 2007. In 2009 the housing movement succeeded to negotiate a donation of the 15-story office building for housing use. In 2012 the donation was reverted into a concession for housing purposes. It is the first time the concession is used within PMCMV-Entities and it also important because it changes the usual Brazilian public housing policy based on private property.

The building was transformed completely remodelled and have now 120 apartments with areas ranging from 25.00m<sup>2</sup> to 58m<sup>2</sup>, a ballroom and support areas for families with incomes up to 3 minimum wages.

This paper analyses the opportunity of high quality affordable housing in central areas based on self-help and participative practices in the recent Brazilian experience.

## 653 | EMPTY HOUSING: CRITICAL REVIEW ON THEORETICAL EXPLANATIONS OF HOUSING VACANCY

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**ABSTRACT:** The issue of urban housing vacancy as spatial phenomenon, as an outcome of urban restructuring or as part of a rhetoric of urban generation, has been considerably debated in the fields of housing and urban studies and policy-making. However, the definitions and the conceptualizations of empty, underused, vacant or abandoned housing in urban agglomerations as a study-object, as well as the theoretical frameworks implied for understanding of the processes and the reasons behind its emergence, are diverse and sometimes controversial, depending on the disciplinary perspectives and epistemological paradigms adopted

The paper attempts to provide a better understanding of the various types of urban housing vacancy through a critical review on key theoretical frameworks found in the fields of urban and housing studies, to identify key points and assumptions between different disciplinary perspectives, and reflect on whether explanations, more or less multi-dimensional, are able to describe phenomena which, as it is argued, occur in many different contexts for many different reasons.

For the purposes of this paper, the most prevailing concepts and theories used, assumed and translated by planners and researchers in urban studies to define and explain housing vacancy phenomena, are explored. The review focuses on literature dating back from the 1960's and attempts to cover the debate on housing vacancy, as have been developed with a reference mainly to Anglo-American cases, through the following four conceptual frameworks: i. housing vacancy as mobility "opportunity" explored through filtering & vacancy chains theories ii. vacancy as low-demand investigated as part of the process of housing residualization iii. vacancy as an outcome of structural change explored through the more "global" framework on urban shrinkage v. vacancy as spatial manifestation of overbuilding linked to processes of speculative urban development. Four key concerns are discussed in detail for each of the conceptual frameworks: main assumptions, empirical contradictions, level of attention given to spatial aspects and to cross-scalar relationships, as well as the level of understanding the phenomena as part of context-dependant historical processes. The paper concludes with a more general reflection on whether these commonly used theoretical frameworks are able to touch upon the complex social, economic and cultural relationships embodied in housing and conceptualize housing not only as a "composite commodity".

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## 878 | THE REUSE OF ABANDONED PUBLIC BUILDINGS: AN ANSWER TO HOUSING CRISES? AN INVESTIGATION ON THE CITY OF ROME

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**ABSTRACT:** The recent financial crisis had a strong impact on housing affordability. To the European Observatory of Homelessness the number of homeless has increased in all countries along the last ten years (European Observatory of Homelessness, 2014). The current Europe refugee crisis is feeding this population, making proper policies more complex and urgent. Regrettably, the public support for housing in EU has decreased along the last ten years, from 1.1% of GDP in 2003 to 0.8% in 2012 (Housing Europe, 2015).

In Italy 650.000 families are waiting for public housing (Federcasa, 2013). According to governmental data, eviction notices increased 48% between 2008 and 2014 (Ministero dell'Interno, 2016). The public housing stock (IACP) was partially sold or need to be refurbished. A critical lack of affordable houses does exist. In metropolitan areas' peripheries, where there is a default in infrastructures and services, new residential buildings have been built. Yet, due to the financial crisis, they are generally empty. The result is just an unceasing land take (i.e. 8 m2/second in the last 50 years (ISPRA 2015)).

The Italian capital city well epitomizes this national framework. Between 2012 and 2015 Rome has consumed 160 ha (Ibid.). In this context, squatting has been often the only one solution for people who is waiting for a public house. Along these years, the movements for the housing right supported many people to have a quality dwelling. A specific regional policy, based on self-help housing regional law (L.R. 11 December 1998, n. 55), states that if the Municipality supports the most of refurbishment costs (e.g. facade and structure), low-income people waiting for a house can take part to the public announcement for the rehabilitation of empty buildings, joining a housing cooperative. Based on this law, eleven abandoned buildings in the city of Rome were already refurbished and occupied.

Can the self-help housing for abandoned public buildings respond to the increasing housing demand?

Moving from the above Rome city experiences and research question, the paper presents results of a nine-months long field work. The research explored the reuse of public abandoned buildings as a possible solution for housing crisis investigating the case of the so called Casilino 900 camp and of Roma people living there.

The paper is organized as follows. First, it introduces the topic of public building reuse for housing purposes. Second it enters the case of Rome city framing the recent municipal policy for Roma people. The paradox of marketization of Roma camps in the Italian capital is stressed. After a resumed methodological section, the paper enters its empirical part. It presents the field-research based on direct interviews with key Roma community actors and participant observation at their meetings about housing with local civil society organizations. Employing municipal data on state-owned buildings, the paper proposes in its results a housing capacity map. The map shows the empty public properties in the city of Rome and identifies for each building its housing capacity. It allowed to select, together with Roma community representatives, a building sample for future self-help housing activities, providing a related cost assessment.

In the conclusions, considerations from the case study are drawn considering the broader scholarly debate on abandoned public buildings rehabilitation for housing.

## 895 | VACANT SPACES AND DEGRADED LIVING ENVIRONMENT: A NEW APPROACH?

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**ABSTRACT:** Vacant spaces are nothing new as an urban phenomenon. In France and in Europe, at the turn of the 1980s, massive, visible industrial brownfields caused by deindustrialization, became a major stake for politics and professionals. At the end of 1980s, in France, public authorities have created financial, legal and operational instruments such as public landbanks, the Etablissement Public Foncier, and a special tax, the Taxe Spéciale d'Aménagement. In this professional context, brownfields were regarded as land stocks or an opportunity for residential or economic densification projects or cultural equipments due to a project and urban development professional culture. Since the 1990s, an abundant scientific literature was produced, documenting the role and the place of brownfields in heritage policies, urban renewal and sustainable and cultural development strategies.

In France, a new turning point is emerging in the way vacant spaces are defined and addressed by politics, professionals and eventually inhabitants. Vacant spaces are more and more comprehensively considered: in addition to industrial brownfields, empty offices spaces, homes and shops and small vacant lands become a matter for local stakeholders. In this context, shrinking cities and former industrial areas are more prone to vacant space issues. In these territorial contexts, vacancy is more diverse and is a long-term phenomenon due to the weakness of urban markets. Vacant spaces are concentrated in the inner-city and their clearance is complicated due to a mix of public and small private ownership. As a consequence, vacant spaces are first considered to be a loss of attractiveness and, secondarily, a cause of a degraded living environment and. The spreading and diversifying of vacant spaces, as well as the growing awareness of a long term crisis in both political and professional spheres originates a shift in stakeholders' professional practices.

This communication focuses on the case of Lille agglomeration, which is one of the most concerned agglomeration in France and one of the first experimenting new methods in approaching and treating vacant spaces. At the scale of the agglomeration, several signals indicate a transition in the way that vacant spaces are considered: they become a public problem, particularly in the old industrial cities such as Roubaix. For example, in this city, vacancy is defined as a major problem for the living environment and a potential resource for new uses of land in the purpose of improving the urban living conditions. This communication presents some methods that have been experimented in the Lille agglomeration (housing renewal for long-term abandoned homes, temporary land and urban management, land risk management) and draws lessons from the problems and the models of treatment of vacant spaces, such as specific knowledge production process, temporary urban management and inhabitant's participation, public and private coordination stakes, invention of new economic models, and changes in the project-development culture.

## 923 | ACUPUNCTURE IN URBAN VOIDS PARTICIPATORY STRATEGIES IN URBAN MANAGEMENT: THE CASE OF LISBON AND AGUALVA-CACÉM, IN PORTUGAL

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**ABSTRACT:** Shifts in political power as well as the actions of new social actors have reconfigured mechanisms and decision-making processes. The emergence of participatory processes promoting integrated and flexible planning approaches are increasingly common and complement the formal practices of public participation. They are a way of discussing and challenging the advances and limits of urban planning, from the perspective of new urban management policies.

In the last two decades, some municipalities have been increasingly adopting participatory processes with the involvement of several stakeholders and several methodologies. Some of these participatory processes focus on abandoned spaces and their potential for generating new activities and experiences.

The theme of Urban Voids as well as the strategic interventions through Urban Acupuncture, has been explored by authors such as: Jaime Lerner (2001), Marco Casagrande (2006), Solà-Morales (2008).

The objective of this paper is to analyze two projects, the programme Zones and Neighborhoods of Priority Intervention (BIP / ZIP) in Lisbon, and Acupuncture in Urban Voids in Agualva-Cacém, a study in development that, in different ways, both focus essentially on urban voids.

In the first instance, it is intended to analyze the process of the BIP / ZIP programme a project implemented in a consolidated city, Lisbon. It is a project involving local entities and actors as well as various forms of participation. Through a study of the approved projects from 2011 to 2016, to the intention is to reflect on the practices, the process and the actors involved.

On the other hand, it is also intended to study and analyze a suburban area of Lisbon, Agualva-Cacém which, through a process of Urban Acupuncture, based on interventions in Urban Voids that have been identified locally and characterized, through a bottom-up participatory process, involving the community as well as partners and local entities.



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**37 | COMPACT CITY AND LIVABILITY: IS THERE A PARADOX?**

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**ABSTRACT:** Low-density urban forms are often considered as more livable than compact ones. Yet, the relationship between the compact city paradigm and livability has not been adequately examined. Studies that investigate it do not take into account the importance of public transport, accessibility, and mix of land uses along with high densities. Moreover, direct comparisons of livability between compact city and its alternative, urban sprawl are scarce, and even more so in a European context. Using the metropolitan area of Oslo, which encompasses both compact and sprawled areas, this study examines the impact of compact city on livability by employing neighborhood satisfaction as a livability measure. Three different methods are used, cross-sectional regression analysis, longitudinal comparisons, and qualitative analysis. Data is obtained from a questionnaire survey as well as in-depth qualitative interviews. Findings show that compact city residents are significantly more satisfied with their neighborhood than the ones that live in sprawled neighborhoods, even after controlling for sociodemographic and other variables. This study also examines the impact of compactness within a wider range of urban form typologies and finds that the higher the compactness, the higher is neighborhood satisfaction. Important components of a compact city – public transport, accessibility to city center, and land use mix – demonstrate a positive association with neighborhood satisfaction. Results from this Oslo study suggest that, when planned to integrate all its essential characteristics, compact city has a positive influence on livability.

**60 | COLLABORATIVE PLANNING FOR HEALTHY CITIES -  
EXPERIENCES FROM THREE NORWEGIAN MUNICIPALITIES**

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**ABSTRACT:** Objectives - Norwegian national public health policies are based on health promotion perspectives. Public health is seen to be influenced by both individual, social, environmental and economic determinants, forming a complex net of interrelated factors. In this view, public health work is relevant in all part of the society, representing a Health in All policies (HiAP) approach. According to this approach coordination of different policy sectors is essential to address the determinants of health, which is found mainly outside the health sector (Ståhl et al, 2006). This makes public health a complex field, dependent on collaboration across sectors, professions and citizens.

To implement these public health policies, The Norwegian Public Health Act was introduced in 2012. Here, public health work is stated as a municipal whole-of government responsibility, as opposed to the health sector alone. The act obliges Norwegian municipalities to integrate public health concerns in their planning, and to integrate preventing-, promoting-, and equality perspectives in central municipal determination processes. In this way, municipal planning becomes a key tool in health promotion.

Research show that implementation of the Norwegian public health act is progressing, but still challenging (Schou, Helgesen & Hofstad 2014). Internationally, several researchers call for further research and better understanding of intersectoral policymaking and implementation of HiAP perspectives (Holt et.al, 2016). In this paper, we aim for enhanced knowledge and understanding concerning these issues. To investigate how Norwegian municipalities use planning as tool when implementing a HiAP approach within their municipal organizations.

Methods - The paper is based on a qualitative multiple case study in three Norwegian municipalities, and takes the form of qualitative analyses of interviews and municipal planning-documents. Data were collected in the period June – November 2015. In total, 30 individual interviews were conducted with chief

executive officers, majors, administrative leaders at different departments, politicians, planners, medical health officers and public health coordinators.

**Results** - The paper will present experiences from the three Norwegian municipalities when using planning as tool for systematic public health work. It will present experiences with collaboration across professional and sectorial boundaries within their municipal organisation, developing change and ownership towards a HiAP approach. The results will be discussed using the theoretical framework of The Empowerment-planning model (Amdam, 2011).

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## 654 | AN EVALUATION OF THE ACCESS TO NEIGHBORHOOD PARKS BASED ON THE “NEED-BASED EQUITY”: A CASE STUDY IN IZMIR (TURKEY)

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**ABSTRACT:** Objectives - Norwegian national public health policies are based on health promotion perspectives. Public health is seen to be influenced by both individual, social, environmental and economic determinants, forming a complex net of interrelated factors. In this view, public health work is relevant in all part of the society, representing a Health in All policies (HiAP) approach. According to this approach coordination of different policy sectors is essential to address the determinants of health, which is found mainly outside the health sector (Ståhl et al, 2006). This makes public health a complex field, dependent on collaboration across sectors, professions and citizens.

## 763 | OPERATIONALIZING THE SETTING APPROACH OF HEALTH PROMOTION - AN ANALYSIS OF SPATIAL PLANNING INSTRUMENTS

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**ABSTRACT:** Problem description - In line with the health in all policies approach, health promotion must be taken into account in urban planning activities. However, the operating principles, methods and instruments of urban planning do not yet tap their full potential to address health issues – especially those issues of the most deprived and burdened urban areas where the least empowered people live. This raises the question how approaches of health promotion can be integrated more efficiently into urban planning.

**Connecting urban planning and health promotion** - The study evaluates the extent to which selected instruments of urban planning (e.g. binding land use plans, integrated action plans, sectoral plans) can support the intervention logic of the setting approach. The setting approach is regarded as the core strategy of health promotion. In addition to its focus on local living environments (settings) it is characterized by three core elements: first, the development of healthy environments; second, participation in decision-making processes; third, a strengthening of individual competencies and resources (empowerment). A wider consideration of the setting approach in planning would therefore aim at improving peoples abilities to exercise more control over their own health and over their environments – as claimed in the Ottawa Charter of Health Promotion.

**Research design and methods** - Due to limited scientific information on the possibilities of setting related planning strategies the investigation had an exploratory character. A qualitative case study analysis was

carried out in the German cities of Munich and Dortmund (document analysis and expert interviews on eight cases of planning instrument usage). This gave insights into the extent to which the three core elements of the setting approach are already the subject of planning processes. In addition, supporting and inhibiting factors were identified which helped to explain the degree of consideration of the core elements of the setting approach within the case studies. From these findings conceptual ideas for an improved application of the setting approach were derived and tested in a simulation game.

**Results** - The results reveal both differences and similarities between the planning instruments. While the examples of binding land use plans focus on physical structures and do not take into account social developments, the integrated action plans combine a wider range of health determinants. Integrated action plans also serve as a suitable way to strengthen individual competences and resources. Surprisingly, all examples show a similarly low level of participation. Hardly any participation process of the investigated planning processes goes beyond the preliminary stages of participation and cannot be understood as a comprehensive participation in the terms of health promotion. The necessity and relevance of simultaneous health promoting conditional developments, participation and individual empowerment within the framework of urban development was confirmed in the planning game.

**Acknowledgements** - This study was carried out as part of a PhD embedded in the work of the junior research group SALUS (City as a healthy living place independent of social inequality). The junior research group is funded by the Fritz and Hildegard Berg-Foundation. Within the research group a total of five PhDs from different disciplines deals with topics at the interface of planning and public health.

## 795 | LASTING COMMUNITY WELLBEING EMBRACING HEALTH AND LIVABILITY: COMPARISON OF LISBON AND TOKYO

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**ABSTRACT:** This paper reports on an approach to comparative study of lasting community wellbeing (LCW) centred on two city-regions – Lisbon and Tokyo – that are very different in size, history, culture and other characteristics. The viability of this comparison, despite differences, rests on the common features of LCW for sustainability, which embraces notions of healthy and livable cities. Communities are the multiple and flexible relationships of people, typified by mutual commitment and support, but without requiring living proximity and geographical organization (e.g. on-line community, professional community, etc.). Neighbourhoods are geographically organized areas for people living close to each other, but in many cases do not have (or have lost) community characteristics. Neighbourhoods could be considered the base level for community characteristics that are desirable for lasting wellbeing, and that build up to the city-region's level of community cooperation towards sustainability.

Wellbeing in community in this context is satisfaction with individual and social life. It may be measured based on subjective evaluation of hedonic (looking for maximization of pleasure and minimization of pain) and eudaimonic (looking for realization of one's potential pursued through self-motivated, self-disciplined and prudent efforts) richness of human wellness and happiness (Elliot et al 2014, Boniwell 2016), plus collective evaluation of equitable and healthy access to good quality community assets and services (such as housing, transportation, work and study, healthcare, parks, natural areas and public space, and food) (Merrick and Martin 2014) backed by interpersonal relationships for mutual help.

This study explores the key common features of LCW for neighbourhood-scale sustainability that can build up to the city-region scale. These features are identified from community perspectives in light of generic sustainability principles and requirements, through comparative study of neighbourhoods in Lisbon and Tokyo. The research takes a bottom-up approach informed by each city's own planning documents, current and emerging initiatives, public discourse and direct experience. Similarities found demonstrate value of common features, while differences suggest the key importance of understanding contextual factors. Changes in mind-sets and behaviours regarding health and livability among people in these cities are illustrated throughout the exercise. The research also develops a process for specification of sustainability criteria for LCW (with conceptual comparison to healthy and livable cities) and case comparison, in a way that is applicable to other communities.

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**SLOT T12.S03 | ROOM V1.15 | JOSÉ MANUEL SIMÕES | IGOT-ULISBOA**

## **157 | MAKING THE MOST OF THE EUROPEAN CAPITAL OF CULTURE. CULTURAL EVENTS AND SPATIAL STRATEGIES IN EUROPEAN PORT CITIES**

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**ABSTRACT:** Since the applauded experience of Glasgow 1990, many port cities have bid for the European Capital of Culture (ECoC) as a strategy to trigger or boost processes of urban regeneration and local development. The rationale of bidding for the ECoC is built on a growing awareness that culture, and in particular great cultural events, might play a key role in such processes. Whether with the aim of recovering from severe economic decline due to the loss of their traditional port functions, of diversifying their economies or of repositioning themselves as cultural capitals or new tourist destinations, the ECoC is generally embedded within broader and long-term strategies of urban development. However, few cities have achieved their goals and thrived after the event. The lack of clear visions, of integration between cultural policies and strategic planning and of retrospective strategies have produced controversial outcomes in many experiences. In addition, the research on great cultural events and local development tends to focus on immediate economic outcomes, neglecting the connections between such events and planning processes, as well as how different planning approaches affect spatial, social and economic impacts. Many criticisms have been raised on the very rhetoric of culture-led regeneration, its approaches and its evaluation.

This paper gives account of the early stages of a research involving a few cases of port cities that hosted the ECoC, namely Rotterdam, Genoa and Liverpool, which focuses on the attempt of integration between the initiative and local planning strategies, with the aim to shed light on the extent of such integration, its recurrent pitfalls, and how different approaches have determined outcomes. Such evaluation on longer timeframes enables to evaluate critically post-events strategies and long-term impacts, which are often neglected in research. The analysis involves event programmes, strategic urban plans, available research and studies on socio-economic impacts. It focuses in particular on the framing of planning concepts, visions and strategies, on the role and type of culture promoted within the planning process, on the cooperation between different governance structures and, finally, on the approaches to post-event strategy-making.

This working paper approaches a critical evaluation of how the rhetoric of the ECoC is actually matched by spatial strategy-making aimed at promoting local development, as well as on how different approaches have contributed to generate different outcomes and in host cities. It also provides insights for port cities that will host, or are considering bidding for, the ECoC, as well as for British port cities hosting the UK City of Culture. A central issue concerns the extent to which port cities that approach culture-led regeneration promote their cultural distinctiveness as port cities as a response to globalising pressures. Finally, theoretical concerns about the integration of culture to spatial planning and the evolution of the latter are raised, in particular with regards to strategic spatial planning.

## **313 | EXAMINING THE PERCEPTION OF VISITORS AND ATHLETES TOWARDS EYOWF 2017 AND TOWARDS THE HOST CITY ERZURUM-TURKEY**

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**ABSTRACT:** This paper examines the perception of international visitors and athletes of 2017 European Youth Olympic Winter Festival (EYOWF), which will be held in Erzurum-Turkey. EYOF is one of the top multisport events for young European athletes where they have their first Olympic experience. As a

relatively new concept, the EYOFs are organized in two-year cycles as summer and winter editions. Even though EYOF bears in general ambience of Olympic, it is far smaller in size than Olympic Games from many perspectives and its effects are more limited for the host city. However, for the host cities, EYOF can still serve as a serious organizational experience and as a reference point for hosting similar events.

EYOWF is a new concept for Olympic tradition and this paper discusses the potential impacts of EYOWF 2017 in Erzurum, Turkey case. Turkey is awarded both the winter and summer EYOFs. First, Trabzon hosted the 2011 Summer EYOF and then with the positive legacy of the 2011 Winter Universiade, Erzurum is selected as the host city for the 2017 EYOWF. The 13th edition of Winter EYOF will be held in Erzurum from 11 February to 18 February 2017. Approximately 1,500 young athletes from 45 European countries will compete in different sporting events. EYOWF 2017 will also attract thousands of spectators, journalists, and volunteers along with the athletes, coaches and staff members.

EYOWF is not just a sporting event, but also an important event with a potential to leave significant legacies to the host city. EYOWF is a unique opportunity for Erzurum to increase the recognition of the city as a winter sport center and to leave significant legacies to the city. A successful staging of EYOWF will serve as a catalyst to activate the potential of Erzurum, especially reinforcing city image, promoting and branding Erzurum as a winter sport destination, attracting more tourists and encouraging them to stay for a longer time, and increasing local economic activities. EYOWF will also bring out the winter potential of the city with a positive impact on other alternative types of tourism, and will open other doors for Erzurum.

In this sense, this paper seeks to discover; the perceptions of international visitors and athletes towards EYOWF 2017 Organization and towards the city of Erzurum; to discuss the impacts of EYOWF on Erzurum; to examine the success of EYOWF planning process; and to identify potential issue areas from the visitors' and athletes' point of view. In this paper, the data will be gathered from personal observations, primary and secondary resources, and surveys, which will be conducted on EYOWF sites in order to identify the perceptions of international visitors and athletes as well as to examine the tangible and intangible benefits of EYOWF for Erzurum. The survey form includes several items including the questions dealing with EYOWF planning, transport to the EYOWF site, accommodations, security, variety of activities, Erzurum city image and infrastructure.

Although EYOWF is a new concept for Olympic tradition, it is still one of the sporting events with a potential to impact the host city in several aspects in both short and long term. The impacts of EYOWF on host cities have largely remained understudied. This study represents an initial attempt to explore the potential benefits and possible impacts of relatively less studied EYOWF on Erzurum city case and this study hopefully will lead to new studies and projects in this area.

## 315 | EXAMINING THE IMPACTS OF EXPO 2016 ON ANTALYA'S TODAY AND FUTURE

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**ABSTRACT:** The purpose of this study is to evaluate the possible short-, medium- and long-term impacts of EXPO 2016 on Antalya by investigating the preparation and planning processes of Antalya. EXPO is one of those important and prestigious organizations that have the potential to impact the host city in several aspects in both the short and long terms. Currently, 4 types of Expos are regulated and organized by the Bureau of International Expositions (BIE); World Expos, International Specialized Expos, Horticultural Exhibitions and the Triennale di Milano. EXPO 2016 Antalya is an example of Horticultural Exhibitions, which are held under the joint auspices of the BIE and the Association of International Horticultural Producers (AIPH). Each EXPO has the goal of educating the public, sharing innovation, promoting progress and allowing dialogue and shared experience. For the host city, EXPO has additional meanings including putting the city on the world map, leaving a positive image on visitors, promoting tourism and economy and finally gaining some tangible and intangible legacies from the event.

Planning and staging an organization on this scale is a serious planning experience. With EXPO Antalya 2016, this type of mega-event has been organized in Turkey for the first time, and it has unique features that need to be explored. In order to measure the potential impacts of EXPO on Antalya, it is necessary to investigate the candidacy and planning phases of EXPO as well as the post-EXPO phase. Accordingly, in this study -through the lights of policies and strategies that are implemented during the candidacy and planning phases of EXPO- the changes on Antalya's short-, medium- and long-term goals are analyzed. Additionally, through the examination of the positive and negative impacts of EXPO 2016 on Antalya, the success degree of organization planning, and potential problem areas are identified. Within the scope of



this project, in addition to the data that are gathered from personal observations as well as from primary and secondary resources, interviews with local, national and international organizations that took part on EXPO organization are conducted. The data is analyzed chronologically within three phases (1. Pre-EXPO phase, 2. EXPO candidacy and preparation phase, and 3. Post-EXPO phase) considering the changes in each phases.

EXPO is a serious prestigious element and the organization served as an important international practice for Antalya to test the city's organizational capacity. Through the potential of EXPO, the familiarity and recognition of Antalya on international scale has increased, and the possibility of Antalya to come into prominence and to be a preferable city in many fields has increased. However, some unexpected events such as the crisis in Turkish-Russian relations and July 15 Coup Attempt had significant negative impacts on the visibility of EXPO 2016 Antalya. EXPO is an organization with a potential to leave important legacies to the host city and the success of this organization is an important reference point for planning similar future organizations. This study evaluates the success of EXPO 2016 Antalya in both short- and long-terms and identifies the necessary features for organizing successful events. The knowledge gained from this study will guide the planning and staging phases of similar mega-events as well as provide evidences on increasing the potential benefits of these types of events for the host cities.

## 707 | THE DIRECT AND INDIRECT IMPACTS OF MEGA-EVENTS ON EUROPEAN URBAN HERITAGE

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**ABSTRACT:** Cities are continuously turning to mega-events as part of strategies to secure much desired global recognition and attract future economic investment. These events have a broad range of physical effects on the city, but can also be the cause of more nuanced institutional changes. For historic cities, mega-events can have a profound influence on the city and its protected urban heritage. The transnational nature of mega-events raises particular questions of how events are planned and implemented within varying socio-economic contexts as well as differing planning systems. One long-term program that has permeated a range of contexts and whose primary activity remains embedded within the city fabric itself is the European Capital of Culture (ECoC). One of the longest running continuous EU policy programs, the ECoC has operated for 30 years, travelling amongst 50 cities and counting. How can planning effectively utilize the value of a transnational mega-event program for the greatest benefit to the locale?

With its purpose of promoting culture, the ECoC is often used to present a new image of the city and can act as a pivotal moment for historic cities to determine or reevaluate their approach to their built heritage, not only for the event, but for the long-term. Such an event has the opportunity to both positively or negatively affect the heritage of a city, in either the short term or the long term. The ways that an event is capable of impacting the city through 'direct' effects, or intentionally planned actions of the event, as well as through 'indirect' effects, or unplanned repercussions resulting from hosting the event. As part of a larger research, this paper will review specific examples from three case studies where this event has impacted local heritage through these various means. Genoa 2004 presents an incredibly direct approach where multiple levels of governance and local actors came together to implement a mass urban restoration program. On the other hand, Liverpool 2008 provides a far more indirect tactic where the event served as a target for independent projects to be organized around and delivered outside of the 'official' program. Finally, Istanbul 2010 reveals the limitations to the mega-event strategy in its ability to impact larger cities in a comprehensive way.

After discussing a specific example from each case, the article will analyze the key differences in the contexts of these three events that have led to their specific outcomes. The goal of this discussion is twofold. On one hand, it highlights some the overarching reasons behind the difficulties cities face in protecting their heritage, particularly in relation to the funding of heritage, and why these mega-events are pursued as a planning strategy. Secondly, it provides key observations for future host cities to consider in relation to their heritage during the bidding and planning phases of a mega-event. These observations have the potential to reach beyond the European Capital of Culture program as events such as the Olympics with its 2020 Agenda that aims at an increased cohesion with existing infrastructure and increased interaction with the existing city fabric.

**KEYWORDS:** Urban heritage, mega-events, European Capital of Culture, comparative case-study

## 1015 | ONLINE GUIDES AND DIGITAL IMPRINTS IN THE TOURIST CITY: GEOGRAPHICAL PATTERNS OF PRODUCTION AND CONSUMPTION OF URBAN TOURISM SPACES

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**ABSTRACT:** The majority of statistical systems supporting the analysis and understanding of the tourism phenomenon in an urban context are based on the use of three so-called industry measures: trips, bed nights and occupancy (Heeley, 2011). These indicators allow a generic and dynamic measure and monitoring of the demand flows associated with the volume of city tourism. On the other hand, traditional statistical tools and methods can only effectively measure the participation of tourists in “controlled sites” (e.g. museums, hotels, etc.). Both are, however, very limited when a more in-depth analysis of the tourism geography is sought on an intra-urban scale. Understanding the complex, and often unequal, spatiality of tourist demand in the urban space requires other methodologies, among which the information base available online and in social networks has gained prominence. This, being increasingly georeferenced, allows a more realistic and informed perception about the tourist geography of urban destinations: places of greater / lesser attractiveness; mobilities; etc. Such information reveals an advantageous and complementary option to official data, mainly due to its diversity, quantity, timeliness and continuity.

Photo-sharing, instant messaging, consumer assessment and other “Web 2.0” platforms involved in a collaborative content-sharing environment are an integral part of these new sources, which are characterized by high levels of participation and quantity of generated information (Diaz et al., 2012). Greater access to information coupled with a growing predisposition to share information in social media, have allowed a greater knowledge of the characteristics and behaviour of tourists.

From the analysis of a set of online tourist guides dedicated to the city of Lisbon it is possible to obtain a reading of the most referenced places of the city in a context of tourist visit. This is a perspective on how Lisbon is presented as a tourist destination, on the differentiated attractiveness of the various elements / places of visit, based on the indications and preferences that are included in the tourist online guides and which, thus, prefigure an approach from the city’s tourist production perspective.

The geotagged photos shared by users of the Panoramio network, during their visit to the city of Lisbon during the period of 2011 to 2015, allow us to incorporate in this presentation a quantitative and geographic reading on the tourist consumption of these spaces: which are the most sought city elements by tourists? what is its location in the urban context?

This type of information (crowdsourced data), coming from social networks, contributes to the understanding of the fruition / consumption of space within the urban tourist destinations. Particularly, the data extracted from the Panoramio can provide meticulous information, of great value, for the identification of places of concentration of the tourists, in dense and complex areas.

The central objective of this research is to jointly read these two approaches, in order to highlight consistent patterns of tourism production and consumption, but also elements of dissonance, in what can configure different tourist geographies of the city, perceived by opinion makers and promoters of the destination and also by tourists visiting the city. The overlapping of these two perspectives will allow us to draw some conclusions relevant to tourism and city planning.

## 1205 | TOURISM INVASION? - STUDY ON THE FUNCTIONAL TRANSFORMATION OF DWELLINGS AND POPULATION LOSS OF LOCAL RESIDENTS IN VENICE HISTORIC CENTER

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**ABSTRACT:** The UNESCO World Heritage property comprises the city of Venice and its lagoon, bringing high reputation as well as large amount of people to the historic center. With the prosperity of the

tourism industry, social problems like the inflation of prices, gentrification, depopulation, high rate of vacant dwellings has greatly threatened the living condition for aboriginals and the conservation of historic dwellings in the main island of Venice. What's worse, these problems could even interact each other to form a vicious circle. During the fifteen years from 1991 to 2005, the industries of Venice were shrinking in all sectors except for construction, hotels, banking and insurance, and academic research, which are all served for the tourism industry more or less. In this context, the employment rate of local residents has been continuously declining and thus their incomes are not enough to support the purchase of dwellings. as of 2011, the number of residents living in the historic center has been dropped to less than 60,000 people, nearly One-third of the population of the 1950s.

So this paper firstly focuses on the issue of unbalanced structure between supply and needs(for local residents) of dwellings in Venice historic center: Using a variety of data to reveal that the reasons of the dilemma are of two aspects: market-oriented speculation as well as the limitation of the government on the refurbishment of historic dwellings.

For the economic reason, many vacant dwellings on the island are transformed into short time shared units or other functions for tourists simply because the owner can get more money(almost 13 times) than renting or selling it to other local residents. A large number of owners ignore the preservation requirements of their dwellings and illegally change the architectural structure to divide more smaller units for short-term rental needs, which does great harm to the historic buildings. However, it is difficult for the government to fully monitor and stop such inappropriate behavior.

From the perspective of the government, it only holds a small proportion of public housing, 4% of the entire dwelling market, so even if it is possible to refurbish and provide them with a low price to low-income local people, the number would be also very limited. On the other hand, the housing base is heavily affected by cyclical floods, every 20 years the canal is divided into sections to evacuate the water for repairing the building base, which creates greater financial pressure on social welfare funds.

To sum up, the social problems related to the decline of the local population in historic center of Venice can be regarded as a result of the incompatibility between the housing demand and the supply. Besides, government's shortage of funds for building refurbishment has undoubtedly given opportunities to those who do the illegal transformation just to attract tourists, resulting in serious consequences like exclusion of aboriginals and loss of authenticity. Therefore, the key point of the Government's work is to strengthen the guidance and supervision of the transformation mechanism of historic dwellings, to ensure the low-income locals can be provided with residential units and enhance the living conditions of them.

**SLOT T13.S06 | ROOM V1.24 | DAVID VALE | FA-ULISBOA**

## **355 | UNDERSTANDING THE RELATIONSHIP BETWEEN LOCAL URBAN ENVIRONMENTS AND CYCLING: WHAT ARE THE LIMITATIONS OF CURRENT ACADEMIC THINKING?**

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**ABSTRACT:** Should cycling be seen primarily as a transport or as a lifestyle/urban liveability issue (Krizek, Handy, & Forsyth, 2009)? A substantial avenue of recent cycling research has been to unpack the role of physical environment, socio-economic and psychological factors in determining the choice to cycle (e.g. Fishman, 2016; Harms, Bertolini, & te Brömmelstroet, 2014). However, some have argued that the challenge is not so much to isolate the effect of each individual factor, but rather to holistically examine how combinations of different sets of variables work together in different neighbourhoods (Guinn & Stangl, 2014, p. 121). In this article, we are interested in how two largely distinct strands of research on urban cycling environments are meeting this challenge. The first strand comes from the field of transport studies and applies mostly positivist, empirical, and analytical research methods to examine cycling as a largely rational choice of transport mode (e.g. Buehler & Pucher, 2012; Fishman, 2016; Heinen, van Wee, & Maat, 2010). By contrast, the second strand of literature is predominantly qualitative and discursive, and examines cycling as an embodied/social practice (Jungnickel & Aldred, 2014; Latham & Wood, 2015; Spinney, 2009). Some efforts have been made to link both perspectives, but these have been predominantly conceptual (e.g. Aldred, 2014). In this article, we examine how studies in both strands of literature measure and report the relationship between local urban environments and cycling. In doing so, our aim is to identify potential gaps and links between the two perspectives, helping to advance a more holistic understanding of the relationship between local urban environments and cycling.

Building upon the concept of mobility environments (Bertolini & Dijst, 2003), we propose to understand cycling (mobility) environments as a complex entity formed by the interplay between the physical environment, the living environment and the imagined environment. This theoretical framework informs a systematic literature review of existing studies, with a focus on mapping how the relationship between local urban environments and cycling is assessed, analysed and reported in the two aforementioned strands of literature. The resulting overview of gaps and potential bridges between these two strands can help answer the question of how we might move towards a more holistic understanding of cycling environments, both from an academic and policy perspective. In addition, it strengthens our understanding of cycling as a social practice by allowing us to shift our academic focus from the individual to the wider environment. Although this article is focused on cycling, its concern for how we might achieve a more holistic understanding of mobility environments also seems relevant for other transport modes.

## **562 | WALKABILITY OVER TIME: AN HISTORICAL EVALUATION OF LISBON'S WALKABILITY SINCE 1775**

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**ABSTRACT:** Walkability is a concept that evaluates the characteristics of the built environment that promote walking. Walkability is a complex concept involving aspects of urban design, accessibility, safety, security, among others. Several walkability indexes were created to measure these characteristics. One component of this evaluation frequently used is the network connectivity, which is strictly dependent of the network design. This component of the walkability index has shown a significant relationship with walking in several cases studies across the world. However, most studies analyze the connectivity of the network as it is nowadays, without properly considering the time in which it was built, and therefore understanding how it evolves over time.

The goal of this article is to analyze the evolution of the walkability of Lisbon's street network using four connectivity indicators, namely node density, pedestrian shed ratio, intersection density and average link

length, and associate them with the planning and politics regulations existent in several expansion moments of the city. The indicators were calculated for a floating catchment area of 500 meters for each node of the network. We have focused our analysis in the period between 1755, where a major earthquake has destroyed an important part of the city, and nowadays. Six moments were defined for our analysis: 1800, 1850, 1900, 1950, 1970 and 1990. A shorter division was defined after 1950s due to the known higher expansion of the city after this moment. The actual road network of the city was used as reference for all periods, considering its extension in each moment, through its confrontation with historical maps.

The most important results show a consistent decline of walkability since 1755, visible in all chosen indicators. The two periods in which walkability has declined the most has been the late 19th century, in which large blocks have been developed in several areas of the city, and after 1950, in which a car-oriented pattern has decreased the walking route directness. The historical center systematically appears as the place with higher walkability.

These results are valuable to understand the good example of projects and politics in the city of Lisbon and, maybe, to work as a reference in new expansion or reconfiguration of urban projects. Additionally, it raises the question of which maximum walkability is possible to achieve, given the actual urban design rules and regulations.

## 597 | AN EMPHASIS ON THE PEDESTRIAN ACCESSIBILITY MEASURES OF ANKARA CITY CENTER

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**ABSTRACT:** In recent years, the share of urban inhabitants in total population increases substantially and this trend results in an expanding need for urban mobility. Due to limited natural resources and growing economic, social and environmental costs of motorized transport, sustainable modes of transportation acknowledged as one of the major topics in urban transport planning. Numerous transportation studies pay attention to the encouragement of public transport, shared ride options and non-motorized modes namely walking and bicycling. Therefore, an emphasis on the pedestrian accessibility is vital for the evaluation of the equity in mobility and sustainability measures. The pedestrians' movements and their experiences, however, differ from each other essentially in developed and developing countries. While in European cases, the accessibility of pedestrians is directly connected with the concepts social equity and human rights; in many developing countries, low quality infrastructure, inadequate service provision and safety concerns in traffic lead to the lacking pedestrian accessibility in planning process by local decision makers, transport planners and engineers.

In this regard, Ankara, the capital city of Turkey, is one of these many examples in the developing world with an under-emphasis on the importance of pedestrian movements in terms of social equity, economic sustainability and environmental justice. Kızılay, the central business district (CBD) of Ankara, with many public buildings including ministries, public open spaces namely; Kızılay Square and Güvenpark and different commercial uses, and as the major hub of public transportation, has been the heart of Ankara for more than fifty years. The CBD is visited by different users like tradesmen, officers, students, domestic and foreign visitors. The implementation of a variety of spatial plan decisions changed the role and context of the site over the years. While in the past, it had a pedestrian friendly environment, today there is dominance of motorized transport in the district that interrupts pedestrian accessibility through and within the site. Even if, there are different modes of public transport as metro lines, municipality buses, private buses and paratransit services, that would enable the ease of access for pedestrians, the lack of integration among these modes results in the difficulty of reaching the city center as a pedestrian.

In summary, the aim of this study is to investigate issues related to pedestrian accessibility in Kızılay CBD with respect to social, economic and environmental sustainability and equity. Accordingly, the study will be based on three parts related to each other. The first part mainly will focus on the planning background and the historical development of Kızılay CBD and the impacts of the spatial changes on pedestrian accessibility. In the second part, the current transportation components in Kızılay CBD will be introduced and discussed with respect to the lines and stations of metro, municipality buses, private buses and paratransit services and the pedestrian networks such as sidewalks, pedestrianized streets. In the final part, after pointing out problems of pedestrian accessibility in Kızılay, tentative solutions enhancing pedestrian movements and accessibility will be proposed for further researches and implementations.

**KEYWORDS:** Non-motorized transport, Pedestrian accessibility, Sustainability, Kızılay



## 665 | CYCLING POLICIES: MEASURES TO PROMOTE BICYCLE USAGE IN STARTER CYCLING CITIES: THE CASE OF LISBON.

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**ABSTRACT:** The role of policies and strategies in the promotion of bicycle usage in urban transportation is a key subject regarding the future of sustainable mobility in developed cities.

This paper's intent is to contribute with a critical review on the meanings and particularities of cycling policies and strategies, focusing on both their nature, implementation procedure and levels of operability, while exploring their role in the 'future' of urban transportation, particularly in starter cycling cities.

Hence, a general review of published studies on existent procedures, which directly and indirectly influence bicycle usage, is presented, recurring to contemporary peer-reviewed journals, conference proceedings and accredited books. To illustrate the paper's findings and argument, a case study is also presented, focusing on Lisbon's cycling network.

According to the PRESTO Model, which establishes different stages of cycling development per effort and achievement considering existent cycling conditions and rate, Lisbon is presently at its starting point. In result of its car-oriented design and insufficient and disconnected cycling infrastructure, the city's daily trips are currently well under a 5% share. To reverse such scenario, the Municipality has been implementing several measures, focusing mostly on infrastructure efforts. Considering the theoretical review and description of Lisbon's used procedures, it was possible to establish if these were the most suitable considering the city's network advancement.

Preliminary findings suggest that cycling policies and strategies can be described as a set of programs and initiatives, used either by public or private stakeholder's, developed with the intent of establishing direct and indirect rules and actions, envisioning the promotion of cycling as a secure, comfortable and attractive mobility solution. Results also suggest that policies and strategies vary in nature (promotion and infrastructure measures) and procedure (short-run and long-run actions), being particularly effective when executed at a local level. At higher levels (regional, national or continental, in Europe's case), such measures focus mostly on establishing general goals to increase bicycle usage and safety while guiding and providing dedicated funding to lower levels of government in support of their efforts to increase their cities cycling share.

Thus, it can be argued that cycling policies and strategies can play a key role in the promotion of cycling as urban transportation and that the importance of such measures and actions vary per city's cycling development stage. This paper also supports that although being a valid form of urban mobility, the success of bicycle usage in cities is strongly dependent on both political will and resolve and on a comprehensive approach, one that provides a coordinated package of cross-cutting multi-level policies and strategies, regardless of their nature and implementation procedure.

## 680 | CONCEPTUALIZING THE BICYCLE ACROSS DISCIPLINES: A LITERATURE REVIEW

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**ABSTRACT:** In recent decades, there is a growing body of literature studying the bicycle and the built environment with the goal of understanding why, how, when, and where people choose to cycle. To date, the research output about cycling has been fragmented among disciplines of urban design, planning, traffic engineering, mobilities, and public health. Each discipline brings a unique set of frameworks and conceptual processes for understanding the bicycle. However, for knowledge transfer to take place, there needs to be a unifying framework that extends across disciplines to bridge information silos. To achieve this goal, this paper uses a literature review to create an interdisciplinary framework for understanding the relationship between the bicycle, the user, and the built environment.

The study of the bicycle is conceptualized along disciplinary boundaries of, 1) urban design and planning, 2) traffic engineering, 3) mobilities, and 4) public health. A literature review was performed in each of the disciplines. Then, the results were framed into four research processes: 1) technical, 2) social, and 3)



aesthetic-expressive, and 4) experiential-sensory. The first three processes are categorized by Ali Madanipour's article *Ambiguities of Urban Design*, and the last process being an emergent topic in the field of mobilities (Madanipour, 2007; Sheller & Urry, 2006). The four disciplines and four processes interact to create sixteen dimensions of analysis that contributes to our understanding of the bicycle. The search for literature starts with the most highly cited papers related to cycling in each discipline. Then, the influences of recent papers are traced using the snowball method to examine the extent of cross-disciplinary knowledge transfer in recent literature.

What arises is a picture of the commonalities and differences between the ways that researchers in various disciplines study the bicycle, users, and the environment. For some topics, there is a clear divide. For example, the field of mobilities examines automobile dominance as part of social and technological paradigms, in contrast to the transportation planner's focus on individual travel choices. In other topics, such as traffic safety, researchers have a greater awareness of the cross-disciplinary interactions between infrastructure, urban design, land use, and human behaviour. Finally, this paper groups the various technical, social, aesthetic, and experiential processes of conceptualizing cycling and specifies how an interdisciplinary knowledge can contribute to a clearer understanding of the bicycle in urban design. Through this process, the paper provides a framework for understanding the recent wealth of scientific literature that have studied active transportation in relation to the bicycle, the user, and the built environment.

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## 928 | SOCIO-SPATIAL DIMENSIONS OF HOW TO MAKE A CITY BICYCLE-FRIENDLY: THE CASE OF KAYSERI, TURKEY

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**ABSTRACT:** Traditional transport policies based on automobile usage are regarded as no longer sustainable all over the world and governments are seeking new methods to encourage other modes of transportation such as walking, cycling and public transport. In Turkey, there is a big increase in the awareness of importance of the sustainable and integrated urban transport in the last ten years. Cycling in Turkish cities has also increasing importance both in national and local level. Parallel to this interest, the Ministry of Environment and Urbanism released a new regulation about the design and construction of bicycle paths, bike stations and tracks within the city in 2015. In addition to this, governmental bodies have been carried out a number of projects that aimed to encourage bicycle usage. This willpower has also influenced local authorities to make cities more bicycle-friendly.

Kayseri is a middle-sized Central Anatolian city with approximately one million population. The city has been doubled its population in the last 20 years and it is still growing rapidly. The local government has been built 34 km tramlines and 35 bike-sharing stations within the city and tried to integrate bike stations with tram stops. However, the overall development of the city is still automobile-oriented and the modal share of bicycles in daily commuting is almost zero. There are also safety problems for cyclists in the city.

Within this study, we aimed to examine the bicycle experience of the city from socio-spatial perspective and evaluate it according to Copenhagenize Index criteria. Within this scope we will firstly reveal the existing condition in terms of bicycle infrastructure and bicycle usage in Kayseri. Secondly we will evaluate the experiences of cyclists in the city. For this, we conducted a survey with 125 active cyclists that cycle in daily base. We asked them both the physical conditions in the city and their experiences of cycling. Finally, we will propose a framework to be able to become bicycle friendly city.

**SLOT T14.S02 | ROOM V1.26 | DAVID LUDLOW | UWE**

## **203 | A THEORETICAL FRAMEWORK FOR CONCEPTUALIZING SMART URBAN GOVERNANCE**

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**ABSTRACT:** Despite the growing attention for smart urban governance both in science and in planning practice, there is quite some misunderstanding about definitions, demarcations, contents, goals, and implementation trajectories. The current debate about smart urban governance is rather confusing since many different perspectives on smart cities and smart governance are presented, moreover, different concepts like smart governance, smart city governance and smart urban governance make it more vague about smart urban governance, so conceptualizing smart urban governance as an emergent socio-techno practice needs to be introduced. Based on the previous studies, this paper contributes to conceptualizing smart urban governance and proposing a comprehensive framework for prototyping smart urban governance. The framework sheds light on three core components of smart urban governance including urban governance, ICT, and urban space, of which urban governance providing the governing mechanism, ICT supplying with innovative tools and technologies, and urban space emphasizing the spatializing-process of governance. Moreover, characteristics of smart urban governance including collaboration, participation, ICT, network, multi-scale and sustainability will depict the whole picture of smart urban governance.

**KEYWORDS:** smart urban governance, urban governance, ICT, urban space, characteristics

## **950 | SMART CITY GOVERNANCE – CO-CREATING URBAN PLANNING AND DECISION MAKING**

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**ABSTRACT:** Critical complexities arise in urban territorial governance that reflect the interconnected social, economic and environmental challenges of European cities. These complexities have supported a drive for integration and coordination of effort of the multiple agencies with specific sectoral responsibilities (socio-economic and environmental), as well as the development of integration initiatives by planning agencies representing different levels of governance from local to EU. However, effective integrated urban governance, even though the effort continues, has proved to be a major challenge, and indeed a challenge too great for expert resolution alone. Accordingly, top-down expertise operating in integration frameworks of cross-sectoral planning teams have increasingly sought the assistance of all stakeholders in a coalition of governance that strives to respond effectively to the societal challenges.

Out of these challenges has arisen the smart city agenda of open governance and co-production of urban planning solutions. The question for urban planning, and the wider governance of the city, is thereby extended from concerns to create a more integrated management of the territory, which has dominated the transformation agenda for a generation, to a new focus on the means by which more participatory engagement can be achieved. In this new landscape of integrated and participatory urban governance opportunities to harness innovative social and technology solutions, derived directly from bottom-up engagement in the community, are driving expectations of a more effective policy implementation supported by the new legitimacy of the stakeholder coalition.

The interplay of social and technological innovation has the potential to transform the governance of our cities, as citizens are demanding more active engagement in the planning of their communities and the visioning of the future city. The old order of expert master planning now shares centre stage with a bottom-up community and neighbourhood planning supported by mass localism as a means to help small communities solve big social challenges. At the same time technological innovation is providing new means of community engagement facilitating participation in planning as well as creating the potentials for

the definition and delivery of more integrated solutions. The dynamic of social and technological innovation is defining a new smart city governance, addressing the complex challenges of urban planning and governance and simultaneously disrupting the governance model.

The paper will provide an in-depth review of recent EU research and innovation project experience with focus on smart city governance and the development of enhanced urban planning decision-making systems constructed according to an architecture of integrated and participatory urban governance. The EU projects including Smarticipate, URBIS, DECUMANUS, urbanAPI and Humboldt, in which the author has led on the specification of city requirements for a transformed governance model, offer a rich diversity of practical city experience of smart city driven governance evolution over a period of 10 years. The research paper will also consider the numerous challenging questions arising from this research regarding the potential for smart evolution of urban planning and decision-making in a city regional context.

## 973 | 'GEOGRAPHIES OF THE EVERYDAY LIFE' OF CONTEMPORARY FINE ARTISTS IN BERLIN AND WHAT THEY TELL US ABOUT THE SATUS QUO OF THE CITY. THE FORMATION OF SP

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**ABSTRACT:** The field of study concerning the interaction between culture, creativity and space is still quite young. Although it exists a huge amount of studies about creative economies, there is still lack of knowledge regarding the creative individual and their relation to space in general and in particular the relation to their working and living environment in their everyday life, which is not very often distinguishable from each other. The question is which sphere of interaction is created by creative individuals in their creative process and in the whole chain of economic value added. By using qualitative methods, like guided interviews, participatory observation and biographic research, the study in the field of urban and economic geography wants to figure out, which sphere of interaction will be produced by developing new creative value. How are these spheres constituted between the local and the transnational scale, between the analog and the digital world, between continuous and temporary ties, as well as in- and exclusive ties in the network structure? The research use the example of contemporary fine artists based in Berlin. It has the objective to gain a new perspective on space in the creative value-added process for a better understanding of creative individuals, their value-added process and particularly what this implies to space and it's configuration through combining spatial, temporary, social and economic determinants.

With the given results we are also able to receive information about the regulatory mechanism of the art market and its spacial manifestation. What kind of information do we get from the everyday life geographies concerning the role of the art metropolis Berlin in a global context and on a local level? How should policy deal with the given situation?

At the end it is to discuss how much planning and intervention in this urban development process and in these urban dynamics against the background of globalization, digitalization and neo-liberalism is necessary and useful. What can we or policy do, to cope with the manifestation of these logics in our cities? Like Fingerhuth (2008) states, the only reasonable thing is to monitor those urban dynamics and the intrinsic logic of these cities processes, to analyse them, take them seriously and just intervene in a healthy way. The most important thing is to leave open space, vacantness for unpredictable urban development (cf. Krusche 2008:12).

## 1033 | SMART CITY AS METROPOLIS AND FORM OF GOVERNMENTALITY

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**ABSTRACT:** This communication intends to take a theoretical and critical view of the ideas and practices of so-called smart cities. Some of the criticisms in the literature include the centrality of the ideals of

efficiency, competitiveness, production and government as ends in themselves, the dangers and limits of the predictive and real-time management of urban space, or a technological reductionism as a form of analysis and resolution of urban “problems”. Based on these criticisms, it is intended to explore other directions in its follow-up, particularly with reference to the concepts of Metropolis and Governmentality. In this sense, it is considered that the smart city is a paradigmatic example of the theses around the concept of Metropolis, as formulated by authors like Antonio Negri or Giorgio Agamben from the set of social, economic and political changes that mark post-fordism. The central thesis consists in the understanding of the metropolis as a space of production and reproduction in all its extension, no longer restricted to the factory and other circumscribed spaces, while encompassing the spheres of life and the common - in particular language, social practices and relations, and subjectivities. This consists in a paradigm shift in which there is not only the questioning but also the blurring of boundaries such as spaces and times of work and non-work, or of production and social reproduction. Since, given the immanence of such phenomena, the metropolis is taken as a space of antagonism, simultaneously a capture device and a medium where diverse forms of resistance and processes of subjectivation become possible and related. Smart City, given its specificity, particularly in how technology enables another mediation of forms and labor relations, or the uses of everyday life in its intersection with other ends and dimensions of social life, is an example of such ideas. In addition, but in a related way, Smart City is also an example of forms of governmentality, both economic and algorithmic, given how urban space, population and life itself can be taken as means and ends of government, efficiency and competitiveness. The emergence of a form of governmentality based on the collection and analysis of data and information in relation to such entities, from which it becomes possible to detect a pattern and its deviation, aims, following the analysis of authors such as Michel Foucault and Antoinette Rouvroy, a “conduit of conducts”, according to a conception of government while the act of structuring “the possible field of action of others.” The purpose of this communication is to present a reading of the smart city at the level of what are its currently hegemonic logics and expressions, based on the concepts and critical perspectives presented here. More concretely, it intends to explore how the city and contemporary metropolis can constitute spaces of production and social reproduction in all its scale, at the same time implying certain urban forms and a structuring and normality of practices and social relations to achieve specific ends.

## SLOT T15.S06 | ROOM V1.25 | PEDRO JANELA PINTO | IST-ULISBOA

### 40 | FORMALIZING IMPORTANT STEPS IN INTEGRATED PLANNING PROCESSES THROUGH THE CONCEPT OF AN 'ENVIRONMENTAL DECISION'

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**ABSTRACT:** In nearly every country in continental Europe land use plans emerged as main instruments in the earliest periods of organic planning legislation. So far, these plans have managed to survive by adapting successfully to contemporary needs. Impressed by their robustness, policy makers in related policy domains such as environmental policy, nature conservation and cultural heritage policy, have linked their sectoral assessment tools to the approval procedures of land use plans. Despite the integrative character of planning, this strategy has led primarily to a formal overload of land use plans with sectoral policy goals. As a consequence, in Flanders (Belgium), these overloaded land use plans have become very vulnerable in court what leads to frequent annulments and, more in general, to a systemic crisis in land use planning. Our first research project comparing the Flemish approach with these in the Netherlands, France, Germany and Finland led to the definition of different scenarios for a more robust relationship between land use plans and important political decisions on nature, environment or water management. One of the scenarios implies the introduction of a new instrumental concept: the 'environmental decision'. This paper elaborates on the results of our second research project exploring the essential characteristics of this concept.

The 'environmental decision' approach puts the integrated and iterative planning process, dealing with land use issues as well as environmental, mobility, safety, water, nature and financial issues, at the centre of the debate on what to formalize through legislative initiatives. This approach differs from the linear method today where the land use plan, as the final result of a planning process, and its approval procedure are the main subjects of legislative improvement. First of all, the environmental decision concept leaves the substantive legal requirements for land use plans and impact assessments untouched. What is new, however, is that an environmental decision can be taken at any moment in a planning process whenever a co-ordinated decision on programmatic issues or on the use of different operational instruments seems necessary – ranging from a land use plan to a building permit, an environmental impact assessment, a safety report or a decision on budgets. Such a decision allows e.g. for a commitment on a preferential scenario for development, it can enable the simultaneous use of operational instruments that today ought to be used in a sequential order (land use plan before building permit), or it can clarify the alignment of the use of different instruments in time to realize a project on the field. The environmental decision also has an own procedure that replaces the divergent procedures of existing legal operational instruments and creates possibilities for multiple formal participation moments in a planning process which will undoubtedly contribute to the transparency of the decision making.

### 46 | THE PRAXIS OF CREATING 'GUIDING PRINCIPLES' (LEITBILDER) FOR SPATIAL PLANNING PROJECTS IN THE METROPOLITAN AREA OF ZURICH

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**ABSTRACT:** The new article on spatial planning, incorporated in the Swiss Federal Constitution in 1969, transferred responsibility for framework legislation on spatial planning to the Confederation. However, practical planning implementation was to remain essentially a matter for the Cantons (states which compose the federal state of Switzerland), which in turn often delegate a number of tasks to the communes (local authorities). In addition to this federal framework legislation, the Confederation promotes and co-ordinates the spatial planning of the Cantons and also takes into consideration the demands of

spatial planning in its own activities. The limited legislative responsibility of the Confederation leads to a variety of spatial planning concepts and instruments.

Guiding principles' (Leitbilder) is an informal/noncommittal spatial planning instrument, which is established and used in mediation processes at an early stage of a project. Through various formats (workshops, documents, plans and visualisations) it enables architects, urban planners and other stakeholders, such as the public, to engage in collaborative processes in order to establish a common ground for future dialogue. Early research shows that since the 22nd of June of 1979, when the article 4 - 'information and participation of the population' - of the Swiss spatial planning policy entered into force, the creation and implementation of 'guiding principles' has increased.

Although their purpose is widely understood and researched about on theoretical terms, there is a lack of knowledge about the various ways this instrument is being integrated and applied in planning processes.

The paper elaborates on the first findings of practice-tendencies in the creation of guiding principles in terms of function, formality, communication and participation at the interface with the public.

The inquiry is done through an empirical approach, where the selected case-studies are located in the metropolitan area of Zurich.

The aim of the study is (a) to identify models of professional practice in the creation of guiding principles and (b) to highlight the potentials and limitations of this planning instrument.

**KEYWORDS:** planning instrument, planning tendencies, democratic processes, productive strategies, public participation

## 349 | PLANNERS AS DESIRING SUBJECTS: GERMAN REGIONAL PLANNING PRINCIPLES FROM A PSYCHOANALYTIC POINT OF VIEW

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**ABSTRACT:** German formal regional planning is a supra-local planning level which transcends municipal boundaries and aims to defend the interests of a region against those of the local authorities. Therefore, special regional planning authorities were set up. Their main tasks are preparation and implementation of regional plans. These formal documents contain goals and principles that address planning authorities in local communities as well as spatially relevant sectoral planning. The German Federal Spatial Planning Act specifies two differing legal statuses' for the regulations: a) The goals are binding stipulations on the development, structure and securing of a defined area. b) The principles of spatial planning are general precepts to be taken into account in weighing interests and making discretionary decisions. Implementation is enforced with statements by regional planning authorities in legal planning procedures that address compliance with the regional plans' regulations. These are drawn up independently by planning officers. This means that the planning officers act as gatekeepers of the law (Hillier/Gunder 2003: 238). Hence, at this point of regional planning the political and the personal intersect (Hillier 2003: 38). Therefore, the presentation deals with a Freudian-Lacanian psychoanalytical understanding of the planning officer as split subject who tries to satisfy sublimated desire and argues this offers a deeper insight for explaining actions when implementing regulations of regional plans.

The effectiveness of regional planning has been debated since it was first established. Evaluations are rare, however. Existing empirical studies rely on input-output analysis with a focus on goals (Zimmermann 2016). This presentation analyzes the results of two empirical studies which aimed to understand the cause-and-effect relationships between regional planning principles and effects observed. Thus, decision-making processes and actions of regional planning as well as intentional results constitute the main research objects. The first study conducted examined the effects of planning principles in local planning procedures in two case study regions in detail. The second study was based on telephone interviews with planning officers in ten regions, focusing on the perceived effects.

The presentation consists of a short introduction to the legal structures and procedures of German regional planning, followed by a brief overview of empirical results on effects in the application of principles by regional planning authorities. In order to explain observed facts, the psychoanalytical concepts of desire and big Other as well as phronesis (Gunder 2010) are introduced and applied. The presentation draws on these ideas as part of a broader discussion of the relevance of regional planning principles.



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## 776 | COASTAL ZONE REGULATION CONFRONTING HIGH DEVELOPMENT PRESSURES: THE DECISIONS OF THE ISRAEL NATIONAL COASTAL PROTECTION COMMITTEE AND APPEAL OUTCOMES

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**ABSTRACT:** Since the beginning of the 1970's, integrated coastal zone management (ICZM) has gradually become part of many national laws and at least one international convention (for the Mediterranean Basin). In Israel this concept has been fortified over the years, producing innovative statutory instruments to confront high development pressures.

Israel is one of the highest-density country along the Mediterranean. Israel has 197 km of coast with 70% of the population living within 15 km of it. The number of persons per km of coast is also the highest along the Mediterranean - : 40,000. The Israeli coastal zone had in the past experienced intensive development of housing, industry, tourism, defense and infrastructure facilities.

Prior to 2004, an institutional divide existed between the sea and the coast. The terrestrial zone was protected by a special National Outline Plan. This is a relatively strong instrument, but not enough to handle the strong development pressures prior to 2004. By contrast, the marine environment was not protected by any national Outline Plan, but only by a dedicated national planning committee – the Coastal Waters Committee. This situation prevented a holistic consideration of plans with both marine and terrestrial implications (Alfasi 2009).

The steep rise of environmental NGOs in the 1990s changed this ominous trajectory. They propelled a special coastal law, adopted in 2004. Titled the Protection of the Coastal Environment Law, this legislation was modeled on the then-draft Barcelona Protocol on ICZM in the Mediterranean, adopted in 2008. This law has opened the way to a new approach to managing Israel's coasts and it has introduced innovative concepts: the definition of the coastal environment has been extended to include an area of 300 meter inland, and covers both the terrestrial and marine components. The law established the National Committee for the Protection of the Coastal Zone – a powerful body whose approval is necessary for any development within the coastal zone.

In the reported research, I critically analyze the decisions on appeals against NCPCZ's decisions. I identify the rationale for each decision, whether to allow or to reject development proposal. The criteria for analysis draw, to a great extent, on the ICZM principles of the Barcelona convention of 2008. These include: degree to which the Committee succeeds in restraining development on the coastal setback zones, the level of physical accessibility maintained, awareness of biodiversity and other environmental assets, and degree of compliance and enforcement.

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## 849 | ADAPTING TO ADAPTATION: FLEXIBLE PLANNING, POLICY MAKING, AND THE TRANSITION FROM REACTION TO (PRO)ACTION

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**ABSTRACT:** Traditional planning relies on a cycle of plan formulation/implementation/revision to keep planning instruments up-to-date and more or less effective in face of evolving planning contexts. The inability of static physical plans to respond to changes in the planning context (demographic changes, demand in real-estate, facilities or infrastructures) has been the subject of a long line of inquiry in planning theory. While frequent revisions of plans may help increase the plan's adherence to a shifting reality, in essence, a plan becomes increasingly obsolete from the moment it is crystalized in a fixed regulation and maps.

Traditional development control tools (zoning, by-laws, incentives, taxes and building restrictions) usually require a reasonable assessment of the outcomes from the onset. As a response, several solutions have been proposed that allow the plan to remain as suited as possible to an evolving planning context, such as flexible or scenario planning. Yet, these solutions are often discouraged by current legal frameworks.

We take as a case-study planning in the context of accelerating sea-level rise (SLR), which introduces a new dimension of variability which is yet to be adequately addressed by planning theory and, especially, practice. This phenomenon cannot be planned-out or zoned-out, it will occur regardless of any decisions taken at the local level, and represents a threat to most coastal urban settings, as infrastructure and urban development were not designed to face it.

In this communication, we discuss how to set-up a planning framework especially suited to address contexts of extreme uncertainty, taking as an example coastal areas experiencing accelerating SLR. This alternative planning framework builds on a number of earlier sources on adaptive and flexible planning, and is aimed at greater applicability from a practitioner's perspective. It focuses on the success of the process, and not in achieving a static outcome. It requires a continuous questioning of whether the initial goals are (still) achievable. At any point, the trajectory can be adjusted, as long as the adjustment is supported by results of an ongoing performance assessment.

The framework presumes that there is no single, perfect solution to a/the problem, but a number of solutions that can be applied, abandoned or combined throughout the process, as long as they are still beneficial in adjusting the trajectory so as to best achieve the desired outcomes. For this to work, the plan should be seen as a combination of document, process, and a platform facilitating stakeholder interaction.

A first step is to build a roadmap, setting out major goals/objectives that the plan should/must achieve as a measure of success. The outline of this roadmap should be clear, well-structured, simple, and focused on establishing clear measures of performance, rather than static solutions. The process management should be agile/flexible and quick to adapt to changes to the system, or when monitoring identifies a divergence that may compromise the plan's overall success.

As well as a decision-support tool, developed in close interaction with decision-makers and coordinating planning staff, the plan should also include/set out a platform for participation, where frequent meetings between stakeholders (naturally including individual citizens and NGOs), scientists, and planners can inform, help improve, and allow cross-breeding of solutions implemented by multiple actors.

**SLOT T16.S02 | ROOM V1.08 | SARA CRUZ | CITTA -  
UNIVERSITY OF PORTO**

## **28 | ARTICULATING URBAN METABOLISM AND URBAN ECOLOGY THROUGH NOVEL INDICATORS: INTRODUCING TECHNOMASS. CONCEPTUAL AND OPERATIONAL IMPLICATIONS**

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**ABSTRACT:** Urban metabolism has a consolidated conceptual, methodological, and operational body of knowledge for understanding the fluxes of matter and energy through urban systems. Even though urban metabolism is aimed at improving sustainability, it still ignores developments in ecology and urban ecology. It is necessary to progress a comprehensive and integrated understanding of resource flows in the urban ecosystem on the basis of ecology. An interdisciplinary approach aimed at articulating urban metabolism within urban ecology, needs new conceptual frameworks, methods and indicators to improve current operationalizations. In this presentation a novel indicator to articulate urban metabolism and urban ecology is presented, namely the technomass. The aim of this indicator is to provide an overall measure the process of material accumulation in urban ecosystems, to bridge the gap between urban metabolism and urban ecology studies, advancing an integrated ecological understanding of the metabolism of urban ecosystems. Emulating ecology, which measures biomass in natural ecosystems, a sample of different urban tissues in a given city was measured in terms of volume and rates of matter accumulation. Technomass indicator is able to indicate overall asymptotic behaviour, specific spatial profiles and intensification of rates in time. Technomass indicator opens the “black box” of urban metabolism studies, providing the possibility to link metabolic behaviours with urban form and attempting to fill the gap between urban planning, urban metabolism (UM) and Material Flow Analysis (MFA). This new indicator offers a broad scope of applications to advance the ecological understanding of the energy and material flows through cities.

## **329 | BUILDING STRATEGIC PLANNING FOR A SUSTAINABLE FUTURE THROUGH URBAN METABOLISM**

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**ABSTRACT:** The current global human impact is unprecedented, and because almost 70% of population will live in cities within the 2050 (UNDESA, 2015), it is becoming pretty clear that sustainable urban development is a crucial challenge (Girardet, 2003; Aguero-Vera et al, 2011; Musco 2011). We live in a world of cities, thus planning our cities in a more sustainable way is imperative in order to have a more sustainable future. In the last decades, the concept of Urban Metabolism (UM), referring to the sum of total process that occur in the cities (input and output flows), has been increasingly applied to environmental and urban planning issues. UM has stimulated an innovative thinking about how cities can become sustainable and which processes must be prioritized or marginalized within the city. Despite several studies clearly highlight a close link between the UM and spatial planning (Kennedy et al 2007; Barles 2010), no case study has been studied yet about how to develop a strategic planning through the UM. There are some examples on how to use UM to assess strategic planning alternatives in order to support the decision-maker in his choice (Chrysoulakis et al 2015), but almost nothing on how to use UM in order to create them. With this paper we try to fill this gap, using UM information at the early stage of planning. This paper explore how the UM can be used as scientific framework, in order to design specific strategic plans for cities having as main objective to build a more resilient planning scenario. The theoretical framework explained in this paper was developed and will be applied in an Horizon2020 Project (URBAN\_WINS) and tested in 8 pilot cities. The URBAN\_WINS project objective is to develop and test methods for designing and implementing innovative and sustainable Strategic Plans for Waste Prevention and Management in order to enhance urban environmental resilience. The project is developed in 8

different urban contexts (Turin, Cremona, Pomezia, Albano Laziale, Bucarest, Sabadell, Manresa, Lleira), in 4 EU country (Italy, Spain, Portugal and Bulgaria), and it is based on inter-disciplinary and participatory approaches. Specifically, the development of Strategic Plans will be built on the basis of improved knowledge of the factors that influence the UM of the cities.

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## 789 | THE CHALLENGE OF INTEGRATING METABOLIC IMPACT ASSESSMENT INTO STRATEGIC ENVIRONMENTAL ASSESSMENT

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**ABSTRACT:** At present, the need to overcome the impacts of climate change, applying mitigation and adaptation strategies at different spatial scales, are at the centre of the debate in many areas of knowledge. Particularly relevant to these debates is the evidence of the urgency to identify pragmatic approaches in order to produce contributions that can be easily assimilated by public policies and by the spatial planning system. Because Strategic Environmental Assessment (SEA) is part of the spatial planning legal framework, it can be a good channel to support these contributions, but needs a re-evaluation of the methodologies applied in the assessment of climate change mitigation and adaptation strategies. By undertaking a literature review on SEA implementation and taking stock of Portuguese practice we concluded that the approach to climate change (recommended by both the legal framework and SEA guidance documents) is far from fulfilling the most reasonable expectations. What we find in most SEAs are general considerations and recommendations about climate change, most of them inconsistently handled and with no practical consequences. In this paper, attention is paid to SEA practice with the aim to integrate a methodology of assessing the metabolic impact of urban plans, major urban development projects or urban policy documents – the MIA (Metabolic Impact Assessment) tool. The MIA is an output of the research project 'Metabolic Impact Assessment: from concept to practice', which brings together two distinct research fields: i) the conceptual and methodological field of Urban Metabolism (UM) and ii) the SEA procedural framework. The main goal of the project is to make the MIA approach truly operational and readily applicable to Portuguese cities and metropolis so that it can be used as a far-reaching planning policy tool able to assessing the city-wide metabolic impacts of planning proposals and evaluating alternative scenarios. So, by embedding MIA into SEA, a relevant contribution can be made to the environmental sustainability assessment of plans, overcoming as well the challenges posed by climate change, since the mitigation and adaptation strategies are closely related with the metabolic profile and energy performance of cities.

The presentation will be organized in four parts: firstly, we will identify the gap between SEA theory and the current legal framework; secondly, we present the SEA's practice in the context of the climate change debate; thirdly, we will present an overview of the concept of urban metabolism and its relation with the MIA tool; and, finally, we will propose some procedural and practical recommendations to ensure the successful integration of MIA into SEA.

**KEYWORDS:** Strategic Environmental Assessment (SEA), Metabolic Impact Assessment (MIA), climate change.

## 1138 | FROM URBAN METABOLISM TO TERRITORIAL PLANNING INSTRUMENTS CASE OF ALBANIA.

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**ABSTRACT:** A summary of the practical results of the application of traditional linear planning in Albania for the past 25 years will show that there is no positive result toward a sustainable development of the territory. The combination of noncoherent way of planning with other nonlinear economic and social factors of development resulted in progressive deterioration of territory as increasing of informal developments, inconsistency on land use, and degradation of natural resources and so on. The facts show that even though a large number of private investments were invested in the main urban areas, their impact on economic growth was minimal while the environmental pollution and land consume high. A new dynamic and more inclusive approach was needed for urban planning. The interest in the study of urban metabolism increased for the Ministry of Urban Development and National Territorial Planning Agency after a successful collaboration with Atelier Albania in the project of The Metabolism of Albania. The paper will describe the opportunities and limitations of the metabolic approach, focusing on the Albanian context. The results show that the national level on which the metabolism approach was performed gives partial answer to some of the territorial and economic issues of the country while a regional approach is more effective on identifying detailed issues. Different level of planning instruments reveals different type of limitations and variations on the metabolic approach. Also for some type of flows like the water flow that was taken into analysis on the above mentioned project, a cross-border area was taken in consideration for data gathering and processing. Future directions include fuller integration of this method to regional plans and trans-boundary urban plans and improvement of the legal framework to include the metabolic approach.

**KEYWORDS:** metabolic analysis, planning instruments, territorial systems, flows

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## 1172 | GOVERNANCE OF PERI-URBAN METABOLISM. LINKING URBAN PLANNING AND WASTE MANAGEMENT

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**ABSTRACT:** This paper is produced in the frame of the Horizon 2020 Project REPAiR (REsource Management in Peri-urban Areas: Going Beyond Urban Metabolism). REPAiR aims at extending the concept of Urban Metabolism through two aspects: by exploring the roles of governance, territorial and socio-cultural characteristics; and by strengthening the relationship between resource management and design - not only of products, but also space. For these purposes REPAiR develops, tests and implements strategies for improved urban metabolisms in six peri-urban living labs in the case study areas of Amsterdam, Ghent, Hamburg, Łódź, Naples and Pécs.

The focus of the paper lies on the results of a governance analysis in the case study areas, with a special emphasis on the governance setting of the Hamburg case. The analyzed governance setting includes the variety of institutions and actors as well as instruments affecting the urban metabolism, covering formal and informal as well as economical and organizational instruments. The research question is in how far existing governance arrangements support or restrict resource efficiency and sustainable development. The case study aims at improving waste metabolisms with a priority on bio waste. Its area comprises peri-urban parts of the district Hamburg-Altona and the County of Pinneberg. The area is characterized by a variety of urban and peri-urban settlement types (e.g. urban cores, village centers, suburban detached

houses, large housing estates, retail, logistic etc.), open spaces (e.g. agricultural land, natural preservation areas, etc.) and a very distinguished concentration of tree nurseries and horticultural farms (circa 500 enterprises).

Within the paper, the governance setting, the various stakeholders and their networks are mapped and it gives an overview of their motivations, interests and possible conflicts. The stakeholder setting comprises four main typologies: actors from the public sector on numerous governmental levels (municipal, county, land, national, EU) and different fields (waste management, environmental planning, spatial planning, business development); the private sector (agricultural enterprises, waste management, recycling, housing and real estate); intermediate actors (NGOs, economic chambers, associations); and citizens (inhabitants of different types of quarters and neighborhoods with different socio-economic and cultural structures as well as different types of built environment).

The paper concludes with discussing the research question and an outlook identifying further reaching research aspects with regard to governing the urban metabolism in the field of urban planning and waste management.



## SLOT T19.S06 | ROOM V1.07 | ADRIANA GALDERISI | UNIVERSITY OF CAMPANIA LUIGI VANVITELLI

### 472 | DEPLOYMENT OF RESILIENCE STRATEGY FOR THE CITY OF BELGRADE, SERBIA - PROCESS, LESSONS LEARNED AND FURTHER DIRECTIONS

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**ABSTRACT:** In May 2014, Serbia was strongly affected by tremendous floods as a result of four-days intensive precipitation, which caused economic damage estimated to EUR 1.7 billion. The most severely damaged was the peri-urban Municipality of Obrenovac of the City of Belgrade, the capital of Serbia.

Following this experience, climate-resilient territorial development is being defined as one of the primary axis for Belgrade strategic and regulatory documents, including spatial and urban plans. This goal is also clearly reflected in the process of deployment of the Resilience strategy, expected to be the final result of Belgrade's participation in the 100 Resilience Cities Programme (100RC), pioneered by the Rockefeller Foundation.

During the strategy deployment process, determined by the 100RC methodology, the City identified its overall strengths and weaknesses so that when there is a crisis - even if unknown or unpredictable - a city does not merely mitigate losses, but it recovers stronger.

Wide consultation and public engagement processes has been conducted and the Preliminary Resilience Assessment (PRA) is being prepared as the key deliverable for initial phase of the Resilience Strategy deployment. It is intended to present a holistic and evidence-based profile of the resilience challenges faced by the city and identify potential areas for further collaborative research (discovery areas) that could yield multiple resilience benefits in the future. The next phase is going to mobilize diverse stakeholders and interdisciplinary teams on new analysis, opportunity assessments and partnerships building for innovative actions and initiatives.

One of the main identified resilience priorities is to co-design and co-develop visionary urban planning practice with regards to a local mix of climate-related hazard factors. A topic-relevant Action Inventory has been created and a specific Stakeholder Perception has been assessed, as tools for further elaboration of appropriate measures and definition of Discovery Areas.

Among multiple environmental concerns, the more efficient and proactive integration of spatial, urban and land use planning with adequate Flood Risk Maps and other hazards mapping, was highlighted as a priority. Although urban and land use planning are often identified as key non-structural risk mitigation and climate change adaptation measures, there are insufficient evidence of their usage in disaster risk reduction practice and no standards concerning principles of e.g. interoperability, GIS technologies and IT (modeling, real-time data in emergencies, crowdsourcing, etc).

The aforementioned principles will be examined through in-depth academic research, a thorough review of internationally applied state of the art and a summary of lessons learned from other cities' experiences - to be applied in Belgrade's context, for improving Belgrade's resilience. This paper will also draw initial directions for future projects, such as demonstration of flexible, multi-beneficial nature-based solutions for reduction of hydro-meteorological risk reduction in Obrenovac Municipality in the Kolubara River Basin.

All of the examined principles and future actions fully comply with the National Programme on Disaster Risk Reduction and Management (2014), as well as with global policies on urban development and climate change adaptation, in particular with the UN-Habitat's New Urban Agenda and the Sendai Framework for Disaster Risk Reduction 2015-2030.

## 600 | CREATING SUSTAINABLE RESILIENT URBAN PLACES: EMERGING IDEAS

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**ABSTRACT:** Population growth is increasing rapidly, worldwide. The world is becoming more urban as well. Increased population growth in metropolitan areas has intensified burdens on landscapes to accommodate our daily needs for food, work, shelter, and recreation. Rapid urbanization influences ecological conditions by altering the physical mosaic of the landscape.[i] One noticeable effect, landscape fragmentation (the division of large parcels of land into smaller lots), separates, degrades, and homogenizes habitats; in turn, affecting biogeochemical cycling and resulting in the erosion of biodiversity.[ii] Sprawl and climate change (severe and unpredictable weather events) exacerbate the negative ecological effects of urban development.

Despite a remarkable assortment of urban spatial forms and structures, the complexity of these problems associated with rapid urbanization and climate change has made solutions increasingly difficult to attain.[iii] I offer an evolutionary-ecological land ethic (conservation-based) as the appropriate ethical position for balancing human use and ecological concerns as well as an interrelated set of principles to facilitate meaning dialogue in addressing these problems. At the core of these principles is the search for a pathway aimed at creating and maintaining sustainable resilient urban places.

The principles are: embracement of ecological regionalism to frame the context, spatial scale, and infrastructure for intervention; adoption of resilience thinking and action; conservation and enhancement of ecosystem services; engagement in adaptive and regenerative practices; implementation of performance-based thinking and practices; commitment to place making and place enhancement; design of nested interventions; adoption of social action ---advocacy, activism, learning, and education. I conclude by asserting that the effectiveness of these principles in managing growth in urban landscapes lies in their synergistic effects.

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## 817 | GOVERNING URBAN REGIONS FOR CLIMATE CHANGE ADAPTATION: CONVERGENCE, DIVERGENCE AND MOBILITIES OF REGIONAL PLANNING STRATEGIES IN EUROPE AND CHINA

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**ABSTRACT:** Mega-city regions nowadays are not well prepared for the mounting complex challenges posed by climate change. As these urban regions the world over are more frequently flooded due to extreme weather, policy responses struggle to keep pace with this growing threat and with the competing perceptions of the risks it poses to economies, livelihoods and well-being alike. Central to this geo-political context is a cultural engagement of climate change. As cities endeavour to adapt to urban global environmental change, climate adaptation and mitigation strategies can be taken to be converging on some socio-political and cultural understanding of global 'best practices' despite contradictions in data.

The literature on policy mobilities draws heavily upon the 'policy transfer' of these practices (McCann & Ward, 2013), though stressing its over-emphasis on the nation-state, transfer agents and politics, and its lack of attention to other perspectives such as geography (McCann & Ward, 2012). Policy transfer researchers defend the concept as more evolving rather than static (Marsh & Evans, 2012). Therefore

neither of these two concepts is considered a replacement of the other, calling for new trans-disciplinary debates and research agendas (Peck & Theodore, 2010; Peck, 2011). Yet as urban strategies across different urban regions may appear to be converging, this convergence may not be apparent across local-global relations. In other words, there may be evidence of parallel processes of divergence or efforts to mitigate against particular practices across multi-level governance relations.

In this paper, we assess the conceptual and methodological contributions of 'policy mobilities' (Temenos & McCann, 2013) to understanding the processes of convergence and divergence around climate change cultures of policy practice, from state and transnational perceptions of climate change as a global risk and its communication, to the hegemonic constraints or powers of the media. In line with this particular focus we set out a research agenda that draws upon academic contributions to the ideas of pragmatist governance, governance innovation and justice, all of which are currently under-explored in this area of policy mobilities research.

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## 966 | STRONGER TIES BETWEEN WATER AND LAND-USE PLANNING SYSTEMS FOR IMPROVED SUSTAINABILITY AND RESILIENCE- ASSESSING THE ADDED VALUE OF THE WFD

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**ABSTRACT:** As land is urbanized, impervious area increase and disturbs the water cycle from its natural balance. This disturbance results in impacts to both water quantity and water quality, namely increased runoff discharges, aggravated under extreme weather events, decreased infiltration for ground water recharge or stream base flows, and increased pollution generated by land-uses commonly associated with urbanization, after the leaching of sediments, nutrients and oils accumulated in the impervious surfaces. The sustainability and resilience of water for lakes, streams, rivers, and aquifers often depends upon adequate land-use strategies able to safeguard sensitive open space areas or areas most adjacent to waterbodies. As the main decisions related to land-use, are adopted after spatial planning and the main decisions related to water resources planning are adopted after water resources planning, the articulation between these planning systems and associated plans is strongly influential for the success of water policies and objectives. At the river basin level, a structural planning unit widely recognized in the scientific and technical literature, various planning tools can contribute for the prevention of impervious area or source or no source water pollution. Among these are the integrated planning, integrative ordinances for land development with water and flood risk related indicators, preservation of open space and maintenance of riparian and ecosystem areas, minimizing land disturbances, etc. After 2000, the adoption of the EU Water Framework Directive (WFD) aimed to transform the practice of water and aquatic ecosystems governance, obliging member states to establish integrated river basin management and planning, in order to reconciling natural processes with human activities that influence the water cycle in a given river basin. Portugal has a long tradition of water protection legislation and some experience of river basin planning. This paper analysis the evolution of water resources planning in Portugal and assesses the impact of the WFD on the introduction of land-use concerns into the water resources planning system. Two research questions are explored. The first is centred on how the content of the Portuguese legislation establishing the content of river basin management plans has evolved in foreseeing the articulation between land-use and water resources planning systems. The second is focused on how far the objectives and programme of measures of river basin management plans, those prepared before (2002) and after the WFD (2012 and 2016), include land-use planning related concerns, using the plans for the River Vouga as a case study. In spite of the unquestionable added values of the new river basin management plans for the governance of water resources, the emerging results appeal for much stronger efforts towards the reinforcement of the articulation between the two planning systems.

## 1070 | URBAN STRATEGIC PROJECTS FOR THE DEVELOPMENT OF SAFE WATER CITIES

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**ABSTRACT:** The development of climate and risk scenarios, related to the presence of water in the built environment, as well as producing initiatives to limit the risks, may underlie urban projects “strategically” oriented, to identify evolutionary scenarios that which challenge to relations between environmental structure and city project, identifying design alternatives and sequences of actions that could lead to a kind of forma urbis in divenire, adaptive and resilient, able to limit the risks, maintaining economic activities, integrated into the landscape, in search for a order of its complexity. The paper proposes the application of a model for adaptation to the effects of climate change in waterfront areas, through the use of strategies, design scenarios and economic assessment models.

## SLOT T19.S09 | ROOM GA1 | KALLIOPI SAPOUNTZAKI | HAROKOPIO UNIVERSITY

### 90 | INVESTIGATING THE ROLE OF RESILIENCE THEORY IN ASSESSING SUSTAINABILITY OF COASTAL TOURISM DESTINATIONS: THE CASE STUDY OF NEW ZEALAND

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**ABSTRACT:** This paper investigates the ability to use resilience theory to assess the sustainability of coastal tourism destinations, this was through undertaking a preliminary assessment using three case studies in the New Zealand context. The case studies were selected based on the following factors: a) representativeness of different coastal management schemes, b) the importance to the New Zealand economy, c) the development pressure on coastal areas generating environmental issues, d) evidence of efforts to restore ecological values, e) reflect the diversity of coastal tourism development types and coastal management approaches.

A preliminary resilience assessment was used to investigate the case studies through site visits, informal interviews, and document analysis. Due to the multidisciplinary character of tourism activity and its complexity of coastal areas, mixed research methods were used to perform a preliminary resilience assessment about the status of socio-ecological resilience in the selected case studies. A proposed assessment mechanism was created compromising resilience theory using Holling's adaptive cycle, a panarchy model, and a tourism model using Butler tourism life cycle. Based on this investigation, and using existing indicators assessment as a tool integrated with document analysis. The case studies were placed on different stages in these models, explaining systems status, exploring its future scenarios and identifying its potential thresholds. This combined assessment mechanism highlighted the gaps in the current assessment methods and the need to create new set of indicators to assess the complexity of socio-ecological systems in coastal tourism destinations

The findings included the formulation of a set of indicators combining modified and new indicators, which used the different capacities of socio-ecological resilience as a guide. The study findings showed that using resilience theory to assess the sustainability of coastal tourism destinations faces many challenges. These include the ambiguity in defining resilience in complex systems, the misuse of resilience theory as a unifying assessment method beyond its potential, the complexity, and the multidimensional nature of tourism activity. There is also the lack of appropriate definition of benchmarks, bottom lines, and locally developed indicators to assess these destinations in NZ.

### 514 | SPECULATION, PLANNING, AND RESOURCE-BASED COMMUNITIES: PLANNING FOR RESILIENCY

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**ABSTRACT:** We investigate the linkages between speculation and resilience in resource-based communities susceptible to significant economic swings (boom and bust) and reflect on the actual and possible roles of spatial planning to stabilise communities under conditions of boom, bust, and speculation. We use a nested case study method, where the Western Canadian provinces of Alberta and British Columbia are investigated more in detail through 12 case communities. It is argued that spatial planning has to be understood broadly to discern the effects on community resilience, which it has to be understood as the coordination of spatial organization. Planning then is crucial at two stages of development: in the choice of a settlement model (company town, camp, community, hybrid) and afterwards in the spatial embodiment of that model. We further highlight the importance of expectations and managing expectations in understanding and re-thinking the linkages between speculation and resilience, and the importance of associated ideologies in risk assessment and conceptualization of resilience.

## 1060 | METROPOLITAN GOVERNANCE APPROACHES IN DEVELOPING SUSTAINABLE EUROPEAN CITIES

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**ABSTRACT:** Numerous sustainable city frameworks have been discussed in many studies. However, those frameworks are found to be ineffective to achieve urban sustainability, particularly in the metropolitan context. Metropolitan governance models presumably affect the realization of sustainable cities within metropolitan areas. Furthermore, effective metropolitan governance is crucial to human well-being, environmental sustainability, and economic growth (Gleeson and Spiller, 2012).

This paper explores metropolitan governance models in developing sustainable European cities. The challenges of metropolitan area development in the face of metropolitan complexity and globalization will be addressed. By using institutional approach, this article argues that institutional design and governance process are the key elements in determining a suitable metropolitan governance model. Accordingly, interactive metropolitan governance as well as city networks and cooperation are required in strengthening the application of sustainability principles in the urban development process within metropolitan area. These ideas are expected to provide better understanding and concepts about how to apply more effective metropolitan governance model in achieving sustainability of cities in the context of globalization.

## 1187 | SPATIAL PLANNING AND CLIMATE ADAPTATION STRATEGIES IN GREECE: CHALLENGES FOR LAND PROTECTION IN A PERI-URBAN AREA OF THESSALONIKI

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**ABSTRACT:** Over recent years spatial planning has played a key role in climate change adaptation, and especially in adaptation options that concern land use and land protection. A first conceptualization of this relationship emerges from the forms of relationship existing between spatial planning and the environment from which the designation of environment as risk is the one closest to climate change issues. The importance of the risk approach to climate adaptation highlights the need for a renewed content of spatial planning, one that directly involves climate adaptation issues in addition to environmental ones. Moreover, it highlights the issue of the role of the different types of spatial planning in this regard. Of course, regulative land use planning has a critical role, due to the fact that land is the subject matter on which many adaptation options focus. On the other hand, the role of strategic spatial planning appears to be not of less importance in the sense that it has the potential to create synergies and overcome rigidities caused by regulative planning.

In Greece climate adaptation strategy is in its preliminary stages and has been implemented through various policies. It seems that up until now the emphasis has been placed on sectoral policies related to climate change, such as those for flood prevention. As can be verified from the flood risk mapping within the context of implementation of the Floods Directive, there is some evidence linking climate adaptation to spatial planning. However, while it is generally recognized as a viable option, the explicit linking of climate adaptation measures to land use and land protection has not yet become widely established and the same stands for the risk approach to spatial planning. At the same time, the various types of spatial plans gradually incorporate these dimensions, as is the case of strategic spatial planning for the two metropolitan areas of the country.

This paper examines the forms of climate adaptation promoted by spatial planning in Greece and especially those related to land protection. The paper focuses on the Greater Thessaloniki Area, one of the two metropolitan areas of the country, and draws evidence from adaptation to flooding in a peri urban area, as appears in the context of the different types of spatial planning. The paper explores the way in which climate adaptation is addressed and the extent to which provisions made by spatial planning are supportive to this. Moreover, it is suggested that the risk approach to other types of hazards such as technological ones in the context of spatial planning, can be utilized in order to draw some lessons concerning climate adaptation options.

**KEYWORDS:** climate adaptation options, spatial planning, land protection, flood prevention, Thessaloniki



## SLOT T20.S04 | ROOM C11 | SPECIAL SESSION - HELEN MULLIGAN | CAMBRIDGE ARCHITECTURAL RESEARCH LIMITED

### 202 | SHRINKING CITIES, SHRINKING HOUSEHOLDS, OR BOTH?

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**ABSTRACT:** A basic calculation of population loss is the empirical building block of most shrinking city studies. Shrinking cities scholars frequently present such figures to illustrate a putative flood of people emigrating from economically distressed locales. We argue that the overwhelming reliance on simple population decline figures over-states and misrepresents more subtle processes of household change occurring over time. Household sizes in the Global North during the past 70 years have shrunk considerably since the advent of widely available birth control, an increased number of delayed marriages, and the rise of single-person households, among other forces. This has had a considerable impact on population decline figures. The average household size, for example, in Detroit shrunk from 3.6 to 2.6—a 28% decline—between 1950 and 2010. Thus 256,225 (or 22.6%) of the 1.14 million people the city lost were due solely to household size decreases rather than actual movement from the city. For other cities in the region, like Philadelphia, the population decrease between 1950 and 2010 completely evaporates when household size decline is accounted for. This paper carefully explores the neighborhood-level impact of household size declines in three American Rust Belt cities: Detroit, Cleveland, and St. Louis. We find, in short, that city-level population decline figures elide more complicated processes of household change that planners could use for more targeted outreach. Some of these processes, such as a reduction of children in middle class families, require less social outreach than might be implied by simple population decline figures. Others, such as a rise in empty nest households, require more targeted outreach than could be discerned with population decline figures.

### 280 | GREEN INNOVATION AREAS AS CONTESTED SPACES? INVESTIGATING POTENTIALS AND RISKS OF REVITALIZATION SCHEMES IN SHRINKING CITIES

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**ABSTRACT:** Today, all over the world many cities are undergoing structural changes with symptoms of economic crises (Pallagst, et al 2013). In these postindustrial or 'shrinking' cities, the transformation of former brown field areas has left many large urban areas abandoned or vacant. When looking to revitalize these cities, substitute industries often play a major role (Pallagst, 2012; Harkavy and Zuckerman 1999). Previous research by the authors made clear that revitalization efforts often focus on green infrastructure, in particular utilizing vacant properties for commercial uses such as urban gardening, farming, or agriculture (Pallagst, 2013; Pallagst forthcoming). Vice versa vacant or abandoned urban areas offer both, the potential for a sustainable transformation of former polluted sites (Vargas-Hernández 2011), and for creating jobs in new emerging areas thus transforming the identities of places.

The US city of Flint, one of the major cities caught in a long term spiral of economic decline and being governed under conditions of austerity, has brought about the urban planning category 'green innovation areas' in order to implement creative and innovative solutions in existing vacant spaces (Pallagst et al., forthcoming). Potential uses in these much debated areas are not fixed, but should explicitly be experimental and innovative. So far they might range from extensive greenhouse uses to less extensive clover fields, but their potential is not yet fully explored. The implementation of new and innovative modes of production in the urban realm is so far not represented in research for urban areas, in particular when development schemes like bioeconomy are considered. Here, issues and land use conflicts, often raised by civil society, might extend towards nuisance, over-exploitation of space, and rising land prices, leaving

many open questions for urban research. This is exacerbated for instance in the Mexican realm, where, traditionally, in many areas public policies have been imported and imposed by external pressure without considering the local conditions, leading to high levels of influence of and power of economic and / or political interests and provoking serious conflicts.

The joint German-Mexican research presented here aims at scrutinizing the use of vacant inner city spaces as green innovation areas – discussing their potentials and detecting possible risks for implementation in shrinking cities.

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## 392 | BORDER CITY IN A SHRINKING REGION

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**ABSTRACT:** Studies of policy makers managing urban shrinkage identify various responses ranging from ignoring the issues to one of acceptance and active planning to manage the decline (Pallagst 2017) but the underlying assumption is that communities facing urban shrinkage would not refuse available growth potentials. One the other hand, studies of border cities generally focus on the factors impacting on interactions or lack there of between the border cities (Paasi 2010; Haselsberger 2014) but not urban shrinkage. This paper presents the case of a border city in a rapidly shrinking region and yet for decades failed to embrace growth potentials from across the border.

Since the demise of the Soviet Union, the population of many Russian regions and their cities have declined. The Russian Far East (RFE) endured a population decay of 22 percent between 1989 and 2010 (Batunova 2015) due to a combination of so called Western drift (internal migration from RFE to the European part of the country) (Zayonchkovskaya 2003) and demographic changes (decline of fertility rate and rising mortality). The underlying cause of this demographic shock and consequent shrinkage of economic activities was the post-Soviet dismantling of the monetary and non-monetary system of subsidies and social guarantees that aligned prices of goods produced in RFE and the maintenance of its standards of living with the national average (Cottineau 2016:5; Ishaev et al. 2015: 47-53).

This paper examines the case of the RFE border city of Blagoveshchensk (Blago), part of Amur Oblast which has experienced significant population decline. Blago, located on the border with China across the Amur River (Heilongjiang) from the Chinese city of Heihe, reports a barely stable population in the decade leading to 2014, while over the same period, Heihe had tripled in size with a total population of 1.75 million and its urban core grew by 10 percent. In spite of the obvious differences in economic and population changes across the river, the city of Blago has, for the last three decades, been reluctant to take advantage of the growth opportunities available across the border.

This paper examines the reasons for this seemingly deliberate strategy of spurning potential growth in the face of population and economic decline. This paper posits that post-Socialist national priorities, regional interests and the burden of border history frame the context of the decision space for the city. A cultural orientation of looking to European Russia for economic development adds to the conundrum. Furthermore, for some special segments of the city and region, resisting the Chinese growth impulses protect exclusive opportunities to further their own fortunes. Examples will be drawn from the ways policy makers frustrate closer economic ties, including the transportation connections between the two cities across the river. We argue that in the case of urban shrinkage in borderlands, in-depth studies of specific cities are necessary to understand the regional circumstances and local strategies for change.

## 403 | LOCAL PLANNING ATTITUDES: COMPARATIVE CONTENT ANALYSIS OF MUNICIPAL MASTER PLANS OF PORTUGUESE SHRINKING CITIES

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**ABSTRACT:** Pallagst (2010) argues that the issue of shrinking cities can challenge and trigger change in planning cultures, thus offering an opportunity to research the principles upon which spatial planning has traditionally been based and maybe shedding light on changing planning cultures. Dating back to Soja (1999) and Selle (1999), cited by Pallagst (2010), 'planning cultures' later gained new breath through comparative research projects (Knieling and Othengrafen, 2009; Othengrafen, 2010; Sanyal, 2005). Among the 'shrinking cities' research questions needing attention, Pallagst identifies the following: dealing with possible changes in planning systems and planning cultures; and testing and evaluating the policy options for shrinking cities. On the same level, Foster (2010) points out that 'shrinking regions' is one of three emerging planning realms that demand region-scale attention, yet their management puts new twists on longstanding challenges and defies obstacles of regional planning governance, making evident solutions hard to achieve, mostly because the meaning of planning cultures goes beyond planning systems and embraces cultural and regional aspects which influence specific ways of planning in different cultural areas. Moreover, against the background of a growth oriented culture, cities confronted with population decline often refuse to accept shrinking and its underlying trends or even hidden opportunities (Röschlau, 2013; Sousa and Pinho, 2013).

Housing vacancy is one of the most notorious symptoms of population decrease in cities, a serious urban problem for local governments, but how this reflects upon planning practices is not clear-cut (Couch and Cocks, 2013; Deilmann et al., 2009; Feldmann, 2008; Gabriel and Nothaft, 2001; Glaeser and Gyourko, 2005; Glock and Häussermann, 2004; Hoekstra and Vakili-Zad, 2011; Saraiva et al., 2016; Wilhelmsson et al., 2011). The aim of this article is to share our assessment of Portuguese attitudes regarding the integration of population decrease and housing surplus in local spatial planning strategies. This article consists of a comparative content analysis of municipal master plans of Portuguese shrinking cities to assert local planning attitudes. Our survey involved thirteen municipal director plans (PDM) – Planos Diretores Municipais – of the fourteen, persistent and prevalent Portuguese shrinking cities, in the period 1991-2001-2011. Paths of population and housing development in Portugal are only starting to congregate. The analysis of these regulations of municipal director plans is just an example but shows that population decrease and shrinkage in its relation to housing development is gradually entering local planning practice, though there is not an overall intelligible strategy.

## 478 | GENTRIFICATION DEBATES WITHOUT GENTRIFICATION PROCESSES: THE CASE OF THE RUHR, GERMANY

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**ABSTRACT:** In Germany (as in other countries), gentrification is on everyone's tongue. In many German cities, even middle-class households are facing serious difficulties to find affordable housing.

As a consequence, urban and neighborhood development are currently subjects of intense political debate. Positions have been hardening: On the one hand, local authorities and planning institutions complain that all necessary efforts to maintain, improve, or qualify the old housing stock are generally put under suspicion of triggering processes of gentrification. They see their work unfairly and unjustifiably denigrated and call for more differentiated considerations. On the other hand, urban critics and activists as well as growing parts of the interested public are blaming policy makers and planners for being blind to the social impacts of their actions. Under the current conditions, they argue, even well-meaning programs of neighborhood upgrading will entail changes of the character and atmosphere of the respective quarter and eventually result in processes of direct or indirect displacement of the long established residents. They urge policy makers and planners to take measures that ensure a fairer, socially more equitable urban development.

Amazingly, these entrenched positions can also be found in the Ruhr area where gentrification processes are – at least empirically – rare and relatively small in substance and impact. In this old industrial region, housing markets are relaxed and rents relatively low. However, with regard to flagship projects of urban restructuring and renewal programs, accusations of pushing gentrification are common to hear, and are disputed with equal vehemence.

In our paper, we thus discuss the puzzling situation that in the Ruhr, we have gentrification debates without distinct gentrification processes. To understand this, we attempt to explore two lines of argument: Firstly, in Germany, the popularity of gentrification is an expression of the growing uneasiness of large parts of the population with the neo-liberal approach to the society and the economy. The term is often used to denounce a general trend in urban policies and planning which mainly benefits the creative and wealthy. As a consequence, the concept has broadened to an extent that practically all forms of neighborhood development are now labeled as gentrification. Secondly, this has led to a process of theoretical impoverishment in urban analysis. We barely have concepts to describe the various forms of neighborhood upgrading especially in less dynamic cities and regions. In order to contribute to a more nuanced understanding and classification of these forms, we screen the scholarly literature on neighborhood change for alternative concepts and discuss their suitability for the Ruhr region.

## SLOT T21.S06 | ROOM C9 | DAVIDE PONZINI | POLITECNICO DI MILANO

### 684 | FINDING THE DELICATE BALANCE BETWEEN KEY ACTORS IN POST-CONFLICT PLANNING

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**ABSTRACT:** In a context of increasing conflicts around the world, and in particular within cities, the importance of adequately addressing the issue of urban planning for urban sustainable development is essential. It arises from the need to understand how a post-conflict city can provide opportunities and conditions for its population, in particular when there is increasing evidence that urban violence, poverty and inequality are inextricably interconnected (Moser & McIlwaine, 2014, pp.331), and that in post-conflict environments the vulnerability of communities to these situations are even greater.

A city emerged in conflict or within a state of chaos left behind after conflict, is not a sustainable one. To move towards sustainability, the establishment and implementation of adequate, context-specific planning processes are fundamental (Barakat & Narang-Suri, 2009). Such a need for planning in a post-conflict environment and in scenarios of absolute chaos and loss of life, services and physical infrastructure, is agreed upon in several studies on fragile states and cities and on the different kinds of conflicts that exist.

Although initial analysis draws practitioners towards a business-as-usual approach to planning – the end purpose is always the move towards a sustainable city - the key issue is how to go about this process and how to understand and reflect on these processes from a post-conflict perspective, rather than from a business-as-usual one.

This paper argues that one of the key particularities of post-conflict planning is the actors involved in the process and the importance in balancing their contribution to the process. An initial analysis of planning processes, groups actors into three groups: communities, institutions (local, regional, national) and external actors (donors, multilateral development partners, INGOs). Thus this paper aims to address the delicate balance that must be reached among these actors, reflecting on the specific role that each of them has in the city and how they should be contributing to the establishment of a sustainable and stable city.

Malas (2013) states that one of the key concerns in the role of the different actors is that the production of space in post-conflict reconstruction, can see injustices emerging, and is also capable of producing and reproducing them in a variety of socio-political and spatial forms (Malas, 2013, pp. 5). The paper will therefore discuss the role of these different actors in a post-conflict context, centred on an analogy of a delicate balance, such as that required by a three-legged stool, where this delicate production of space is carried out.

### 693 | EXPATS AND THE CITY: THE SPATIALITIES OF THE HIGH-SKILLED TRANSNATIONAL MIGRANTS' LIVING IN THE CITY OF MOSCOW

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**ABSTRACT:** In the inherently globalizing world, transnational migration of the highly skilled to the cities is becoming more substantive, and it is shifting from being an exclusive attribute of economic elites' lifestyles to becoming a 'normal' middle-class activity (Scott, 2006; Conradson & Latham, 2005). A class of globalizing professionals engaged in the transnational living includes global managers, traveling academics, service sector workers, culture and art workers, and representatives of many other 'non-routine' jobs (Gagliardi et al., 2015) involved in the global circulation of skills. Emerging mobilities are generated by a range of factors, including among others employment and education, and involved in

notable changes in urban environments. Along with the relocation of skills, the new highly mobile lifestyles, cultural habits, and residential practices are being imported. Consequently, the emerging mobilities might pull structural changes in urban environments of the globalizing cities.

Despite the increasing importance of this issue in the contemporary cities, there is, however, little research has been done in the field of urban studies to analyze the spatial dimension of changes in built environments caused by this migrant class' transnational living. Furthermore, so far there is not enough evidence about the relationship linking mobile groups with urban development processes (Ploger & Becker, 2015). Following the established tradition in urban studies, it is important to explore transnational mobility practices together with more stable residential practices (Hannerz, 2003; Savage et al., 2005; Kennedy et al., 2007).

Addressing the issue, the paper focuses on the class of the high-skilled transnational migrants and the spatial impact of their transnational living in the globalizing cities. The case study brings into focus the city of Moscow - a large post-socialist European city with a growing international orientation striving to integrate itself into transnational economic structures (Brade & Rudolph, 2004) and global labour circulation. The data for the analysis was collected through the in-depth semi-structured interviews with high-skilled transnational migrants working in Moscow, and is supplemented with statistical and secondary sources analysis.

The study aims to explore how the presence and living process of high-skilled transnational migrants – to a large extent formed by their sociocultural backgrounds and relocation pathways – are involved in the transformation of the built environment. After examining the facts and figures about the presence of high-skilled transnational migrants in Moscow, the paper presents findings from the interviews and focuses on the analysis of the three major aspects of the migrants living: spatial differentiation, residential choices and localized activities. A discussion of the consequences and challenges for the built environment of the globalizing city follows. The research intends to extend the understanding of the influence of the migrant class of globalizing middle-class professionals on the spatialities and social geography of the destination cities and its contribution to the globalization process.

**KEYWORDS:** High-skilled migration; Transnational living; Residential choices; Mobile lifestyles

## 709 | THE FUTURE FESTIVALIZED HERITAGE CITY

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**ABSTRACT:** Mega-events as well as heritage have been two strategies utilized by cities to highlight and promote a particular image, compete at a global scale as well as attract visitors. There are moments where these two strategies overlap and cities use a mega-event to promote themselves as a historic destination, such as has been done through the European Capital of Culture in Genoa, Istanbul and other cities. These strategies are very much tied into economics and tourism, and are considered an investment in the future of the city. The World Tourism Organization reports that international tourism will continue to rise over the next decades and definitions of heritage have continued to expand, with the modernist works of Le Corbusier recently recognized as world heritage. While mega-events and heritage currently overlap in some temporary moments, what if these phenomena became the new normal in future cities? What if cities aimed to develop a constant stream of a festivalized historic tourism? The term 'disneyfication' is already a common term to describe processes of heavy handed preservation to create seemingly 'fake' places. Yet, what if this model were to expand in the future to the point that cities actually come to be operated and governed more like Disney World than current models? What if instead of creating replicas of historic environments like those at Epcot or at Colonial Williamsburg, there was an 'authentic' experience where actual historic cities were managed and maintained as permanent festivalized historic places for tourism?

Rem Koolhaas has proposed satirical critiques of current preservation practice along similar lines, yet could there be a new model for future cities to preserve mass areas for tourism consumption, much like has already happened in Venice? Could a real-life simulated heritage attraction revolutionize a model where tourism represents 100% of the economics of the city? In this scenario, visitors may no longer be merely passive observers, but active participants in preserving both the tangible and intangible fabric of cities by maintaining past practices through a type of time-travel. The dreaded model of the city-museum could actually come to realize a city not as a dead space, but a living museum where the stories of the past play out in daily life. Such a system could also imply incredible strides forward in creating truly sustainable communities that are self-sufficient and require continuous innovation to remain competitive and attract visitors.



This article will introduce the existing literature of the two fields of mega-events and heritage, in terms of how they have been approached and considered so far along with their intersections. The current model of festivalization as observed through research on the European Capital of Culture will then be discussed. Based on this background, the article will theorize and speculate at a future city that might take these practices to the extremes where heritage and festivalization could consume and overtake the city entirely. While not proposing such an outcome is in fact likely or plausible, it allows for the opportunity to discuss and consider the results of current approaches as well as what some of the unintended consequences of these methods could become.

**KEYWORDS:** heritage, mega-events, festivalization, disneyification, tourism city

## 940 | SAFETY AS A KEY VARIABLE OF THE CITY. SKETCHING A COMPLEX SYSTEMS VIEW OF SAFETY/SECURITY

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**ABSTRACT:** Safety is one of the central factors determining people's behavior. While studied in many fields of science, it is a very complicated and culturally & politically charged concept. For example, the Scandinavian welfare countries are usually ranked highly in the international comparisons of safety/security. In these countries, until the last few years, safety has been something invisible and taken for granted. It has supposed to been taken care by the traditional welfare policies (or ideologies) of social equality, openness, inclusion and proper urban planning. While welfare ideologies have been in crisis for decades, a discussion about safety has become a some kind of taboo (f ex Grönlund 2013).

Recently, several studies show that the perceived safety has decreased in Finland. Simultaneously, the number of crime (excluding some particular types of crime) has decreased all the time from 1990's. It seem obvious that perceived safety and the so-called objective safety (statistics) don't correlate. Why?

The current (1 – 12/2017) study - which is in this initial phase a little bit experimental - deals with the concepts of safety and perceived safety as qualities of the city. Safety is seen as a condition or as a principle (or norm) of a given system. Perceived safety is an individual feeling that consists of several dimensions or layers (f ex Koskela 2008).

A city with its urban built environment is taken as a context in this study. City is seen as a complex system which consists of 1) interrelated subsystems and 2) key variables that defines these subsystems. From the perspectives of Futures studies, by affecting to these key variables we can make different possible future scenarios.

Safety is seen as a key variable which gets different definitions or contents in different subsystems.

The research questions are, partly, still open, but will deal at least with these:

- What are the dimensions of perceived safety and how are they connected to different sub-systems of a city (examples of subsystems: urban planning, mobility, housing, education, health care, politics, religion...)?
- What are the other possible key variables and how do they interrelate with safety? (Examples of key variables: trust (Puustinen et al, 2016), inclusion, transparency)

The first part of the study will concentrate on literature analysis. The results of the theoretical analysis are presented in the paper.

The study utilizes the theories of complex systems, sociology, urban planning and environmental design.

**REFERENCES:** Grönlund, Bo (2013): Skandinavian CPTED. A Dilemma of Happy Welfare States - or a More General One ? A paper presented in 2013 ICA International Conference Creating Safer Communities in Calgary, Canada July 3-4, 2013; Koskela, Hille (2009): Pelokierre. Pelon politiikka, turvamarkkinat ja kamppailu kaupunkitilasta. Gaudeamus Helsinki University Press; Puustinen, Sari & Mäntysalo, Raine & Hytönen, Jonne & Jarenko, Karoliina (2016): The deliberative bureaucrat: deliberative democracy and institutional trust in the jurisdiction of the Finnish planner. Published online 18 Nov. 2016 in Planning Theory & Practice, DOI: 10.1080/14649357.2016.1245437. <http://dx.doi.org/10.1080/14649357.2016.1245437>.

**13 JULY | 14:30PM**

**SLOT T01.S07 | ROOM V0.03 | ALESSANDRO BALDUCCI |  
POLITECNICO DI MILANO**

## **769 | BETWEEN PRAGMATISM AND INSTITUTIONAL CHANGE: THE CASE OF RETROFITTING URBAN MEGAPROJECTS**

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**ABSTRACT:** Their long trajectory of decision-making and execution makes urban megaprojects, that combine investments in real estate, public spaces and infrastructures to create new urban locales, particularly prone to the effects of changing political, economic, technical and social conditions.

The paper presents a critical review of three urban megaprojects that implemented plans to cope with major changes during their execution phase: Amsterdam Zuidas (Netherlands), Copenhagen Ørestad (Denmark) and Melbourne Docklands (Australia). Urban megaprojects are identified as critical cases to find out to what extent it is (in)possible to balance practices geared towards more adaptable and resilient urban approaches with more traditional practices of creating reliable investment objects for public and private sectors and creating juridical and political certainties based on agreed policy programs.

The paper critically analyses their contingency plans as mostly pragmatic responses that lack institutional reflection. On the other hand we see slowly emerging processes of city building in these places that have an uncomfortable relationship with a quite dominant ideology of control. We conclude that successful megaprojects have the capacity to use mid-term contingencies as opportunities to facilitate spaces for dialogue to collaboratively carve out concrete plans to change and adapt.

## **797 | ISSUE ATTENTION CYCLES IN PLANNING SCIENCE – A DISCOURSE AND NETWORK ANALYSIS USING THE EXAMPLES OF ‘CLIMATE CHANGE’ AND ‘SHRINKING CITIES’**

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**ABSTRACT:** Although we can retrospectively observe the ups and downs of hot topics in planning science, yet issue attention cycles (Luhmann 1970; Downs 1972) have not been subject of a comprehensive and systematic analysis in this field. This paper is based on empirical research that deals with the basic question how issues evolve in the scientific discourse on spatial planning. Using the Examples of ‘Climate Change’ and ‘Shrinking Cities’ in the German-speaking debate, issue attention cycles in planning science are examined (Gravert et al. 2013).

Building on existing approaches of the sociology of science issue attention cycles are conceptualized as socially determined development processes based on a phase heuristic. In the frame of a discourse analysis, the changing meaning of the respective issue in the professional discourse in the course of time is examined. In addition, social structures and processes of the issue attention cycle are examined. A network analysis describes a specific picture of the active and passive actor landscapes in the respective field and, based on this, an institutional analysis takes the structural context of actions by the network actors into consideration.

The paper aims at enabling a deeper understanding of issue attention cycles in planning science by describing the complex processes of the public treatment of issues in planning science and by identifying key impact factors.

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## 814 | CONCEPTUALIZING URBAN ONTOLOGICAL SECURITY: 'BEING-IN-THE-CITY' AND THE ROLE OF PLANNING

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**ABSTRACT:** Urban security, which is related to the condition of being safe from risk or danger, has become a central concern in cities around the world, specifically with the rise of ethnic, religious, race, and immigration conflicts. Whereas much has already been written on urban security, few accounts have offered a multifaceted theorization that includes the psychological, social, and physical aspects of urban security. In this paper, we build on Laing and Giddens' theorization of 'ontological security' and conceptualize urban ontological security as a framework that helps understand the relationships between personal, social and physical aspects of urban security. While Laing and Giddens' unit of inquiry was the individual as part of the greater society, with the individual viewed as 'being-in-the-world', in this paper we spatialize ontological security and understand it vis-à-vis the urban fabric. We conceptualize urban ontological security as a very important form of feeling safe in everyday routine and confidence (trust) in the urban fabric on its social and physical entities. It is about the confidence in 'the constancy' of the urban fabric – the social and physical environments – to support the routinized actions of everyday life. The framework of urban ontological security brings together three interrelated concepts: satisfaction, trust, and physical typologies of the urban fabric. Each concept makes a specific contribution to the development of urban ontological security. The framework of urban ontological security contributes to the understanding of cities and their physical and social urban fabric as well as the everyday life of urban residents in general. Since urban ontological security is related to the physical typologies and their qualities, we suggest that physical city planning has its own contribution to a better sense of security in cities.

## 980 | CONFLICTS BETWEEN EFFICIENCY AND CONSIDERATIONS IN URBAN PLANNING

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**ABSTRACT:** In many parts in the Global North there is a contemporary discourse of the need to increase effectiveness in urban planning in order to reduce the duration of planning processes. The purpose is to be able to speed up the realising of new development in urban areas, not least in metropolitan regions where the building activities are high. Often the urban planning processes are compared with the LEAN concept for effective production chains in production. These effectiveness efforts are in conflict with more and complex requirements in urban planning as example; resilience, sustainability, climate change adaptation, densification, citizen participation etc. Such challenging requirements need considerations from a manifold of actors and stakeholders with various and often different perspectives on the area of planning. A democratic and ethical view of planning will also require participative planning processes with citizens influenced by the planning.

Certainly there are inefficient stages in most planning processes to identify and overcome. However, in studies of Nordic urban planning processes we can see that the efficiency goal is pressing the planning authorities to use less time for considering alternatives and assessing consequences of plan implementation. Moreover, proposals of transferring planning activities from the public sector to private companies and consultants are commonplace. We interpret these tendencies as part of the neo-liberal approach to planning activities. On the other hand, deliberative planning processes with higher degree of public involvement than in traditional urban planning take more time. When the time allocated for municipal planning processes is shortened there is a risk for reduced openness for citizens' influence, which will compromise the legitimacy of plans.

The aim of the paper is to review critically the observed and expected consequences of the efficiency goal on urban planning processes.

**KEYWORDS:** Planning effectiveness, neo-liberal planning drivers, urban planning, detailed development planning,

## 1282 | MANAGING SPATIAL DEVELOPMENT IN COMPLEX URBAN AND REGIONAL GOVERNANCE SYSTEMS: SUCCESSFUL PROJECT MANAGEMENT THROUGH PROGRAMME MANAGEMENT?

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**ABSTRACT:** In response to the problematic implementation of many spatial plans and ambitions there has been an increasing attention in project management in urban and regional planning. The strength of this approach is considered to be its orientation on a defined scope of activities, its ability to define a narrow problem and engage only in the activities that are needed to solve this problem. Many urban and regional projects, however, appear to consistently underperform – an issue that has gained significant research attention. Examples of project that are too late, too expensive or do not live up to expectations are abundant: they vary from large megaprojects as Berlin's Brandenburg International Airport that was supposed to open in 2010 but will still take more than two years to open; Madrid's business district renewal with four largely empty skyscrapers; to smaller urban extension projects as Meerstad of which the Dutch municipality of Groningen recently announced that it had resulted in a loss of € 40 million. Much research attention so far has focused on improving project performance by improving project managers' skills, expanding the project management toolbox by including, for example, novel ways of risk management, or to making sense of and try to reduce the complexity of the context in which these projects have to be implemented. In contrast, this research aims (i) to better understand the conditions under which project management might succeed in a urban and regional context and (ii) looks for opportunities how these conditions might be ensured in planning practice. With regard to the former, we will first review management, project management and urban planning literature to establish conditions under which project management performs. We will then compare these conditions with urban planning literature to investigate how and to which extent these conditions can be found in urban planning processes. With regard to the latter, we will not only focus on project management, but also explore the potential of programme management strategies in an urban and regional context. Programme management is a recently introduced branch of management theories that is potentially helpful and increasingly utilized in planning practice. In this approach projects, potential interrelationships between these projects, and connections between projects and their environment are managed with the goal of accomplishing integrated urban development. We will therefore explore whether and how programme management can enable conditions that are essential for project performance and, on the basis of a case study into programme management in the Dutch Eemsdelta region, investigate how this works in practice.

**SLOT T01.S15 | ROOM V0.04 | JOÃO CABRAL | FA-ULISBOA**

## **175 | THE DEVELOPMENT OF CHINESE PLANNING THEORY SINCE THE 1978: A THEMATIC PERSPECTIVE**

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**ABSTRACT:** If planning theory is interpreted as the values, principles and working procedures which conduct planning practices, then Chinese planners already have their own set of theory (Zhang, 2008:18). It is generally agreed that the development of the planning theory research in China since 1949 when People's Republic of China is born could be broadly divided into two stages. The first stage is from 1949 to 1978, when the USSR model mainly influences China on every aspect and in every field. The second stage, which is much more intricate and complicated than the first stage in the sense of theory research, is from 1978 to the present. China begins its reform and opening-up policy in 1978 which dramatically changes the Zeitgeist of China. In this article we try to explore the second stages in spite of the chaos, ambiguity, conflict and complexity (Cao and Hillier, 2013) of the theory evolution course.

This article serves two purposes. Firstly, we attempt to explore the different views on phase division of the evolving of Chinese planning theory debate since the 1980s. Scholars tend to identify two to four phrases in the second stage in accordance with the social, economic, political and cultural context as well as the academic dynamics (Wang, 1999; Wei, 2005; Zhang, 2009; Zhang and Luo, 2013). Based on their research and on our own understanding of the development trend of Chinese planning theory, we argue that the second stage can be divided into three phrases: the early exploration, the localization of imported planning theory, and the connection to the international debate. Phrases overlap with each other both chronologically and in terms of content; there is no sharp time line of division between different phrases.

Secondly, we try to outline the main concerns of Chinese planning theorists and those who study Chinese planning theories from two perspectives, the procedural and the substantial. By reviewing the publications in the last 40 years, several themes within each perspective are recognized. In the procedural perspective, the process of planning, public participation and consensus, collaborative planning, and multiple planning integration, etc. are the most hotly argued. In the substantial perspective, the much-discussed themes are the origin of planning theory innovation, Chinese critical planning theory, sustainability and related topics such as the low-carbon city and eco-city, theory under Chinese traditional philosophy, planners' roles, and so on. Some of these themes resonate with the international planning debate despite the existence of time lag. Others are unique to China. We will not, however, probe into the concrete meaning of each of these themes, but figure out the causes why they become heated or perpetual topics in China against the context of recent years' change in economy, society, culture and environment, and also in combine with the discussion of the transnational flow of planning innovations including ideas, concepts, methods and patterns.

## **189 | PLANNING POLITICS: POWER RELATIONS IN URBAN REGIMES**

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**ABSTRACT:** In recent years, socio-spatial inequalities have increased in Europe on various levels: they have, for instance, arisen between core and peripheral countries within the EU, between metropolitan and rural regions in many countries, as well as between rich and poor neighbourhoods in large cities. In planning studies, the increasing inequalities are often seen as a result of the strengthening of neoliberal policies and a loss of power by planning authorities. In planning theory, a main challenge therefore lies in conceptualizing power relations (Friedmann 1998; Flyberg 2006; Fox-Rogers and Murphy 2013).

The paper examines power relations between planning and politics at the local level. Urban planning is understood as part of public administration. The paper calls for a closer integration of planning theory and policy research. Planning is understood in all phases as a political process. In order to empirically examine



issues of power in planning politics, the paper refers to power concepts from Communicative Planning theory and the Community Power debate, including Urban Regime theory. In Communicative Planning theory, planners are seen as progressive actors who ensure democratic participation processes and counteract powerful actors by providing information to citizens (Forester 1989). In the Community Power debate, decisions and non-decisions are seen as main sources of political power (Dowding 2011). In this debate, the understanding of power has shifted from social control ('Power over') to a capacity to act ('Power to'). The underlying assumption of Urban Regime Theory is that power in cities is fragmented: public politics need private resources, private investors need public decisions and legal security (Stone 1989).

Based on a differentiated understanding of Power over and Power to, an actor-oriented model of planning politics in urban regimes will be developed which distinguishes four forms of power: 1. political decisions, 2. economic resources, 3. democratic participation and 4. public communication. The power relations of planners with public and private actors will be considered: government leaders (mayors), heads of state ministries (who decide on fundings for cities), private entrepreneurs (who decide on investment projects) and citizens (who have voting and protest power). The paper concludes with two open empirical questions: which position(s) do planners have within local power relations and what are their capacities to counteract increasing spatial inequalities.

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## 195 | 'SOCIAL INNOVATION' AND CONTENTIOUS URBAN POLITICS: QUESTIONING THE INNOVATIVE POTENTIAL OF CIVIC RESPONSES TO CONTESTED URBAN DEVELOPMENTS IN BERLIN

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**ABSTRACT:** In planning theory and research there is a constant search for concepts addressing the complex dynamics of urban transformation processes affecting local governance and policies. Over the last years, the concept of 'social innovation' has been particularly influential in urban studies. The term, originally developed in management and organizational science literature, has been widely used to indicate strategies to improve citizens' everyday life and to support 'sustainable' urban development. 'Social innovation' has been also used to frame initiatives and practices capable of strengthening local democracy by supporting collective action and by improving the quality of social relations within existing governance structures. In particular, with respect to the analysis of urban and territorial development processes, the concept has been conceived as a 'driver of change' capable of supporting positive and inclusive transformations by contrasting marginalization and social exclusion at the local scale. This is meant to encompass different dimensions, including the satisfaction of ignored needs and demands, the development of more inclusive socio-spatial relations and the empowerment of actors involved in transformation processes.

A relevant point for discussion concerns the relevance of the concept and of its underlying assumptions in supporting the analysis and interpretation of complex urban transformations. In this paper, we address in particular the question whether and to which extent the concept is capable, in the first place, of accounting for urban processes deeply characterised by conflictual dynamics and, in the second place, of capturing the transformative potential of contentious urban politics. Claims on social justice and inclusion are, more or less implicitly, included in social innovation discourse, mainly focussing on attempts to promote alternative models of urban development and on the need to include local communities and to support bottom-up initiatives. Nevertheless, it may be argued that transformation processes framed as social innovative are often assumed to be intrinsically virtuous. Hence the question: to which extent can the concept be useful to support the interpretation of dynamics that include contention, dissent, and ultimately antagonism?



First, a brief overview about the different perspectives on the concept is provided, considering the main definitions of social innovation as well as its different fields of application. We then focus on identifying the normative assumptions underlying the concept and on 'deconstructing' its analytical framework. Finally, we attempt at assessing the social innovation framework empirically, by reference to case-studies of current urban conflicts and related grassroots initiatives in Berlin. In order to draw some critical reflections with respect to the main research question stated above, we try to assess the social innovative potential of bottom-up initiatives emerged in face of contested urban transformations. The case-studies selected – which have been the object of students' analysis in a studio conducted in 2016-17 at TU Berlin – reflect a variety of types of contested urban development, characterized by different levels of antagonism and strife. The analysis concentrates mainly on the local scale, considered as the privileged spatial focus for the emergence of socially innovative practices.

## 437 | PETER HALL (1932-2014) - FOSTERING THE EUROPEAN DIMENSION

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**ABSTRACT:** This paper will consider the many and diverse contributions to European planning of Professor Sir Peter Hall, late of University College London. His many honours included the award in 1979 of the Adolph Bentinck Prize 'for the most significant contribution to European integration' and the 2005 Prize of the Fondazione Internazionale Balzan 'for the Social and Cultural History of Cities since the Beginning of the 16th Century'. Hall's European contributions go back forty years to the publication of *Europe 2000*, if not earlier, and they continued right up to the moment of his death in 2014, just after completing a €24.4 million research project for the European Commission on tram-train networks with six Interreg partners across Northern Europe. His final book was characteristically entitled *Good Cities, Better Lives : How Europe Discovered the Lost Art of Urbanism* (Routledge 2014).

Why tell the story of Peter Hall's European dimension ? For three reasons:

First, because Hall was not just a planning academic on the AESOP circuit but also a former Professor of the University of California at Berkeley with wide transatlantic experience, and a regular visitor to Australia and South-East Asia. Through works such as *World Cities* (1966) and *Technopoles of the World* (with Manuel Castells, 1994), and the many translation of his fifty or so books, he enjoyed a formidable reputation as a global intellectual. Through his work we are helped to see the European dimension in comparative perspective.

Second, Hall offers valuable insights into the relationship between planning theory and planning history. Even when writing futurology, his work always had a historical dimension. His planning texts and lectures were always rooted in an understanding of the past. He would have been surprised at the total (if inadvertent) omission of history from the initial Call for Papers for AESOP 2017, but the organizers' solution of encouraging historical contributions to #1 would have met his approval. In Hall's work, theory and history are inseparable.

Third, and by way of synthesis, Hall's lifework deserves to be especially remembered and celebrated this year, in a confused context of British disengagement from Europe. It's timely to recall an English geographer's ability to draw contemporary lessons from historical scholarship, and his deep appreciation of European planning.

The author's profile of Peter Hall is forthcoming in *Geographers' Biobibliographical Studies* (2017) while his edited collection of memoirs of Hall's doctoral students - across five decades - is available on open access as *Built Environment* 41.1 (2015).

## 884 | THE AESTHETIC TURN IN POLITICAL PHILOSOPHY AND PLANNING: BRIDGING THE GAP BETWEEN HABERMASIAN AND AGONIST PLANNING APPROACHES

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**ABSTRACT:** This paper discusses the dispute between Habermasian consensus-oriented communicative planning theorists and dissensus-oriented agonist planning theorists. The paper starts from the observation that a number of advocates of agonist theory have followed the so-called aesthetic turn in political thought. They have emphasised, in particular, the politically progressive potential of the mode of reason that Kant introduced in his aesthetics, a mode that deviates from the Kantian theoretical and practical modes of reason, and one that has generally been marginalised in modern societies. While the proponents of agonism wish to make use of this mode of reason when attempting to challenge hegemonic projects and give voice to marginalised groups in society, Habermas has been generally taken to be one of those philosophers who marginalizes the aesthetic mode of reason.

Yet, also Habermas has found inspiration from Kant's aesthetics, including the notion of aesthetic consensus, although he turns the Kantian non-argumentative consensus into rationally and argumentatively motivated consensus. Here he differs from the views of Chantal Mouffe and Jacques Rancière, the leading proponents of agonist political theory. Another difference between Habermasians and agonists is that while Habermas emphasis consensus that is related to Kant's notion of the beautiful, agonists have turned to Kant's notion of the sublime that gives more space to dissensus.

After having revisited Kantian aesthetics, the paper argues that Habermasian and agonist political philosophies are not that far from each other than the current disputes suggest. The paper also suggests that the notions of consensus and dissensus do not stand for mutually exclusive orientations in planning, but both of these orientations can have their places in planning systems and practices.

## 1155 | SHIFTING PARADIGMS – TOWARDS PARTICIPATORY AND EFFECTIVE URBAN PLANNING IN GERMANY, RUSSIA AND UKRAINE

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**ABSTRACT:** Facing the mega-trends of neo-liberalisation and democratisation (Fürst 2004; Le Galès 2002,

Gualini/Bianchi 2014), local actors throughout Europe struggle to balance out urban planning between effectiveness and participation. Indeed, communicative-participatory and cooperative-effective urban planning seems to appear as a new and leading planning paradigm in

Western and Eastern European theoretical discourses. Yet what do local trajectories of

planning paradigms look like in practice? What are local challenges and chances for participative and effective planning across Europe's diverse urban contexts, and thus potentials for local and

interregional reflexivity on urban planning? Looking at urban conflicts, which are in the centre of integrated planning documents and civil engagement in German, Russian and Ukrainian

cities (here: Bonn, Perm and Vinnytsia), the project analyses local planning paradigms, i.e. planning concepts and practice, focusing on planning professionals, civil activists, politicians and economic stakeholders. The paper introduces this running interdisciplinary, comparative research project, funded by Volkswagen-Stiftung. In so doing, it elaborates in particular on current planning theory literature and post-socialism as well as on actual, first research results on hand.

**SLOT T03.S07 | ROOM V1.03 | LIA VASCONCELOS, ROBERTO  
ROCCO | FCT-UNL; UNIVERSITY OF FLORENCE**

## **697 | URBAN GRASSROOTS INITIATIVES: ACCESSIBLE SPACES OF DIALOGUE OR ÉLITE NICHES? OPEN QUESTIONS FROM BERLIN AND MILAN**

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**ABSTRACT:** In European cities urban grassroots initiatives, animated by citizens' groups or social movements, are largely diffused in the domains of local welfare and social cohesion, reuse of public space and green areas, alternative cultural production; they have been connected to the widespread retreat of local welfare across Europe and more in general they are seen as a possible response to a neo-liberal urban order. In the face of this widespread diffusion across European cities, it is difficult to assess the impact of such initiatives in terms of contributions to the local political debate and agenda setting on the one side, and their ability to re-orient policy-making, especially in the urban planning field on the other. This is due also to a lack of research and literature, able to go beyond the narrative of individual initiatives and their impacts at very local level, and capable of investigating effects on a larger scale, especially at the interface with institutionalized policy making and agenda setting, in which new spaces of dialogue may emerge.

From this point of view, one emerging a question is under which conditions grassroots initiatives can contribute to set up new, open, alternative spaces for the re-elaboration of urban futures, with a transformative potential, and when on the contrary they run a risk of becoming closed arenas, to trigger forms of privatisation and creation of 'club goods', instead of creating 'spaces-in-common'. If the richness of grassroots initiatives triggers a transformative potential, a potential for innovation that should not be underestimated, at the same time, neo-liberal urban political environments can imply the risk that neighbourhood, grassroots initiatives confirm and reproduce social inequalities and disparities, if the redistributive and desegregating potential of state policies is undermined. In analysing this inherent tension, it is possible to highlight the importance of both external and internal conditions to better grasp the evolutionary dimension of grassroots initiatives. External conditions are related to the political context, economic cycles, cycles of contention, role of media, while the internal ones include the main features of the initiatives themselves, such as political objectives, organisational issues, skills and capacity building, strategies and tactics used in the interface with local authorities and other actors, evolution patterns and trajectories over time, forms of institutionalisation, etc.

In order to investigate such issues, the paper will impinge on and critically discuss cases from Berlin and Milan respectively, on the background of a problematisation of the European city model. Albeit very different in terms of social, economic and cultural development and in terms of local political structures, both Berlin and Milan are well known for the density and diversity of grassroots initiatives in the social realm, in the provision of urban services and in the cultural and creative environment. While in Milan the main orientation of such grassroots initiatives has been collaborative and consensus-oriented, in Berlin it is possible to identify more conflictual, radical and antagonistic forms of activism, with a more distinct transformative and alternative attitude.

## **725 | LOCAL STRUGGLES, GLOBAL CONFLICTS: CREATING CONNECTIONS AND SPACES OF VOICES**

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**ABSTRACT:** Urbanization has progressively constituted a primary site of endless capital accumulation, resulting in many forms of barbarism and violence on whole populations in the name of profit. In other words, the creative destruction has taken not only a physical toll but destroyed social solidarities, swept

aside any pretenses of democratic urban governance, exaggerated social inequalities and has increasingly terror as its primary mode of social regulation.

Our proposition is based on the understanding that this urban crisis is the common ground of the everyday urban conflicts in which our cities speak, such as the protests that occurred in the United States, Egypt, Spain, Turkey, Brazil, Israel, and Greece.

In this sense, we seek to describe and explore the actions of the movement entitled 'Fica Ficus - for a greenest Belo Horizonte', occurred in the city of Belo Horizonte, State of Minas Gerais, Brazil.

The 'Fica Ficus movement' started through Facebook due to the indignation of a group of people to realize that the trees of the species ficus located on Bernardo Monteiro Avenue, central region of the city of Belo Horizonte, State of Minas Gerais, were being pruned silently on Ash Wednesday, 13 February 2013. This episode along with a feeling of dissatisfaction with the municipal management gave origin to a networking fostered by activists, students, residents and users of the ficus trees, the 'Fica Ficus movement'.

The 'Fica Ficus movement', then, became a vigilante of green issues in the city. After that, the Duque de Caxias square, in the neighborhood of Santa Teresa, in the eastern region of Belo Horizonte, was occupied in June 9th 2013, by young people who discussed the occupation of public spaces in the city. Pacific and cultural, the event was articulated as an action of solidarity with the protesters that suffered violence by the police and by the Government in Gezi Park, Turkey. With music, speeches and circus art, each group involved in the initiative expressed themselves differently. Independent artists, producers and cultural agitators participated in the event.

For this research, specifically, we aim to analyze the connections between the 'Fica Ficus movement', Brazil and the protests occurred in the Taksim Square, Istanbul. And for that, our research object will be two protests that occurred at the same time, one in Belo Horizonte and the other in Istanbul, one live streaming the other.

For this analysis, we will utilize as methodology the bibliographical research, interviews, documents produced by the protesters and their network of supporters and documents and materials shared by the network of researchers of our research laboratory.

Our findings are that the territory, as such the squares, the parks, the streets and avenues were not only hosting the populations, but they were the political fact that drove the wave of protests, and these public spaces, moreover, were much more than a union of bodies, namely, they were the resumption of public sphere.

In addition, even though the first demands that drove these protests were about an environmental question, it was more than trees. They demanded an urban planning not only made of concrete and asphalt. They demanded a good care of the public spaces and their protection in relation to the economic interests. It was about the management of the public spaces of the city, and, above all, the city management and planning and the right to the city.

## 754 | INSURGENT CITIZENSHIP AND ITS UNFOLDINGS IN THE OCUPE O COCÓ INITIATIVE

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**ABSTRACT:** The notion of Social Contract sets an agreement in which citizens demit individual freedoms assuming duties to the collectivity, represented by the state, in exchange for representation and protection. It is the basis for the modern conceptualization of citizenship that encompasses expectations, rights and responsibilities associated with membership in a political community framed by the nation-state (Miraftab, 2012; Alsayyad & Roy, 2009). Yet, this idealized representation model is challenged by the acknowledgement that society is shaped by power relations, and those who have it construct the institutions according to their own interests (Castells, 2013). It is just through counter-power that vulnerable groups are able to challenge the status quo and change current systems of uneven representation. This process of challenging current democratic institutions has been framed as insurgent citizenship by Holston (2008). For him disenfranchised citizens might be active agents who created new ways to conquer theirs rights. In regard to urban development process planning policies stand out as a field of action over the space that should moderate among actors with competing agendas. This

moderation between citizens and the state may or may not happen through sanctioned channels due to existing power imbalances. Recognizing the limits of current participatory planning, Miraftab (2012) draws a distinction between invited spaces and invented spaces, the latter being informal - illegal collective actions claiming state responsibility to comply with the Social Contract, such as protests and occupations. Miraftab (2012) has conceptualized these practices as insurgent planning: direct actions of marginalized groups questioning exclusionary legal order. They range from practices that create autonomous spaces of discussion to claims of specific rights that were not met by the state. They arose in a variety of nations in the past few years, through marches, public spaces' occupations and other forms of expressing the discontent of the people. Contributing to understanding the influence of this global movement, our aim is to analyze a movement that took place in Fortaleza (Brazil): the Occupy Coco, a spontaneous manifestation concurrent with the Brazilian June Journeys that was able to create a new channel of communication with the local planning agencies toward protecting diffuse collective rights to the environment and urban mobility. We identify the actors involved, the formal planning regulations challenged and their impact on state planning institutions. Initially, we discuss the construction of the Right-to-the-City planning in Brazil. Afterwards, we present the facts that led to the creation of the Occupy Coco and its aftermath. Finally, we relate the theory and the case study by asking to what extent the Occupy Coco movement can be framed as insurgent. The dispute around Cocó reveals a breach on the Social Contract since collective rights were not protected by formal participatory planning routines. The ability of Occupy Cocó movement to invent a space of communication through the occupation of a public space and social media and to question the urban policies *modus operandi* that privileges specific groups instead of the collective allowed us to identify elements of insurgent planning in their practices; ultimately contributing to the consolidation of insurgent citizenship in Brazil.

## 834 | EXPLORING HIDDEN OPPORTUNITIES IN SPACES OF CONFLICT – BUILDING UP COLLABORATIVE PROCESSES TO OVERCOME CONFLICT

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**ABSTRACT:** Contexts of complexity and uncertainty are common in environmental management and species conservation. This is more serious in the coast where quite often conflicts emerged among the different users. Though seen very negatively by the planners this can be a niche of opportunity to build collaborative joint solutions. A diversity of formats shaping these processes have been experiment more recently, however a lot is still to explore. Contexts of sustainability call for new innovative approaches.

The literature shows the value of the social relations in environmental management, giving us growing and interesting contributions. Participation formats supported in the one way communication have been giving place to a methodological as well as a conceptual shift, with more traditional forms of one-way communication making way for dialogic or discursive fora that aim to empower people regarding the issues which might affect them or their communities (Pidgeon et al., 2014). Social capital is crucial to adjust attitudes and behaviors, and plays a central role in overcoming conflict, with potential to change attitudes and behaviors. Within environmental management the value of social relations, in the form of trust, reciprocal adjustments, rules locally developed, norms and sanctions, and emergent institutions (Pretty et al., 2004), reinforcing the need for a collaborative management.

To produce results require the setting up of spaces for dialogue where the different stakeholders can in a safe and constructive environment, share experiences and information and build collaborative solutions. This obey to a series of requirements besides contemplate structured and phased formats, operating under professional facilitation (Vasconcelos et al., 2009). These requirements include to create a genuine dialogue (e.g., Habermas) constituting a process of mutual emancipatory learning. These forums of dialogue are key for the leadership of the common good (Bryson et al., 1992).

The literature reveals that the one involved in these contexts develop greater knowledge of the existing problems, learn mutually about the physical and ecological complexity of the ecosystems, and build joint solutions to act. All these factors contribute to the willingness to overcome the conflict driving participants to more responsible forms of management. If people are engaged and have the opportunity to participate/contribute, they will have the capacity to debate complex issues related to the environment (Vasconcelos et al., 2013, Vasconcelos et al, 2012) and ground to reach more innovative and complete solutions (O'Riordan & Stoll-Kleeman, 2002; Pretty, 2002), showing greater potential for societal transformation.



This communication focus specifically in what contributed to social transformation while looking for a more sustainable management in two projects, MARGov empower key actors in conflict for change and VoW Value of Waves and Ocean Culture to overcome conflict among surfers, fishermen and beach users. While presenting the two case studies, the authors explore the methodologies applied for each context debating the strategic options of the team and reflecting in the lessons learned. These are of the utmost importance to sustain and reinforce decisions and strategies, overcoming the conflict, for the coastal area and supply guidelines for coastal management.

## 894 | THE 'I' IN 'WE': THE ROLE OF INDIVIDUALS IN COMMUNITY-LED INCREMENTAL URBAN DEVELOPMENTS

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**ABSTRACT:** Community-led incremental urban development (CLIUDs) are increasingly embraced by policy makers as a panacea for urban renewal in a era of diminished public funding. Setting aside the political desirability of such developments, it is important to understand how they come to be and function. These self-organized, area-based and bottom-up initiatives are widely praised but rarely analysed for the individuals who make these developments possible. An analysis of current planning literature indicate that most authors discuss the role of the wider community or group and their network but rarely focus on key individuals who have made these development possible (Horlings and Padt, 2013; Smith, 1994, Wandersman et al, 1987). This has consequences for the necessary spaces for dialogues in these types of spatial development, the types of spatial planning policy and processes which could facilitate and accommodate such practices, and last but to least a social equity issue of whom might be able and effective in such practices.

The authors thereby propose a theoretical framework built upon the concepts of self-efficacy (Bandura, 1977), social capital (Taylor, 2000) and leadership (Mabey & Freeman, 2010) to understand how and what individual capacities play in role in facilitating CLIUDs in current planning processes. Looking at examples of CLIUDs in Groningen, London and Portland; this paper examines the types of individuals found as categorised by their characteristics, capacities and motivations. In addition, the paper will discuss the mismatch between current spatial planning policy approaches and how these key individuals function in making these initiatives and developments possible. The paper concludes by suggesting possible enhancement to current planning policies and practices.

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## 1011 | BRITISH COMMUNITY ORGANISING AND THE FUTURE OF FRENCH PLANNING- TRUST, MISTRUST AND DISTRUST IN TWO BRITISH COMMUNITY ENERGY GROUPS

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**ABSTRACT:** An increasing number of local, bottom-up initiatives of organisational innovation have emerged in recent years across Europe, in various sectors of activity. These initiatives are often inspired by ideas of 'commoning' and cooperativism. Pursuing self-sufficiency, local determination, engagement and empowerment, they are expected to provide a broad range of benefits to the local communities and the society at large.



Successive UK governments especially since the New Labour era (1997-2010) have promoted such manifestations of localism, most recently under the banner of Big Society of the conservative and coalition governments (Catney et al., 2014), with community energy projects as a prominent example. Community energy initiatives mobilise local resources (energy, human, and financial), seek to reduce greenhouse gas emissions, build stronger communities, create local jobs, improve health and support local economic growth (DECC, 2014, 7).

Ideally, they would be embedded in the networks of actors involved in local planning, and evolve as part of positive localism (Catney et al. 2014), which recognises the complex mutual obligations between groups, places and geographical scales, sees redistribution essential for securing social justice (Massey, 2004), and endows the state with a key role facilitating the development of a vibrant civil society. Just as 'community organising', these initiatives would build on a non-oppositional paradigm linking secular citizenship and faith, the local and the global, self-interest and common good (Glasman 2012).

However, both the notion of community and the benefits of community-based action are subject to discussion. Social capital – precisely one of the expected benefits of community initiatives – also has its perverse effects, especially when it entails the creation of tightly-knit and closed communities (Tittenbrun, 2013). Catney et al. (2014) have highlighted the potentially exclusionary nature of negative localism, as part of a new stage of neoliberalism.

Combining insights from the distinction between positive and negative localism (Catney et al. 2014), the four ideal typical ordering principles (market-oriented, state or bureaucratic, civil society or community-oriented, and corporatist associational system) proposed by Oteman et al. (2014), and a French conference on community organising (Glasman, 2012, Sintomer, 2012), and building on our empirical research on UK community energy initiatives in Brighton, we examine the potential of community-led initiatives from the perspective of participatory planning in France.

We focus on the dynamic relationships between trust, mistrust, and distrust, and the potential implications that the varying degrees of institutional trust and contrasting perceptions of 'community' have on planning in the two countries. Indeed, the inherently positive British connotations of community – associated with local autonomy and empowerment – contrast with the French notion that 'communitarianism' is incompatible with the French secular republic and the welfare state as the ultimate source of solidarity. Drawing on Massey's conception of the links between time and space (2005) we explore the suitability of the Anglo-Saxon ideas of community organising to the different French spatial context.

## SLOT T04.S07 | ROOM GA2 | MERVE BASAK | MIDDLE EAST TECHNICAL UNIVERSITY

### 91 | WHAT ROLE SHOULD THE PRIVATELY OWNED PUBLIC SPACE (POPS) PLAY IN THE OPEN SPACE SYSTEM OF A HIGH-DENSITY CITY: A CASE STUDY FROM OPENNESS PERSPECTIVE

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**ABSTRACT:** In Taiwan, to achieve the goal of improving urban environment and strengthening disaster prevention capacity, some urban renewal development projects are entitled to grant additional floor area bonus in exchange of providing privately owned public space (POPS). As a result, the amount of POPS case has increased to 483 from 1983 to 2013 in Taipei city. To the highly condensed city like Taipei, we argue that the existence of POPS should be considered as a planning decision and have certain contributions to the entire open space system in the city. Many research have explored certain topics such as effects of the individual POPS to the surrounding areas and management issues of POPS usages.(Kayden, 2000) However, there is a lack of evidence-based studies regarding the interactions of POPS with the open space network of a city. Moreover, in most cases, the lack of proper design guidelines and monitoring system could also result in poor design and limited usage for public. The unwillingness of property owners to open up the POPS could easily create an inaccessible POPS. Accordingly, POPS could not serve better function to the surrounding built environment and citizens. In addition, in the case of Taiwan, the location of POPSs were chosen on the basis of the urban renewal regulations and building code and was never considered in the master plan. Hence, it is necessary to review whether the planning decision of POPS was able to achieve the primary goal of benefiting the open space system and providing decent open spaces for the public. This study discusses the relationship between existing POPSs and the public open space system in the master plan of Taipei. Spatial autocorrelation analysis was conducted to further examine the distribution of 483 POPSs and their spatial correlation with open space system planned in the Master Plan. The survey result indicates that the spatial distribution pattern of existing POPSs do not compatible with the provision of public open spaces and there is a clear trend of uneconomical provision of POPS and public open space. For high density cities such as Taipei city, to allocate POPS at places that is lack of public space is significantly important. This study further recommend that there should be a more flexible floor area incentive policy with different bulk reward standards to different area according to the entire open space system planning.

**KEYWORDS:** privately owned public space (POPS), systematic open space, environmental quality, Bivariate Local Moran's I

### 322 | PUBLIC REALM IMPLEMENTATION: THE ROLE OF CIVIL SOCIETY

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**ABSTRACT:** The public realm, its form and symbolic content are part of the material production of society. Thus understanding how street design projects are implemented requires a detailed exploration of the process and in particular the way in which key actors shape activity. The work of Flyvbjerg concerning the interplay between rationality and power in planning and Carmona's more recent work on urban design as a place shaping continuum provide some recognition for the role of stakeholders in city based projects. The participants in public realm implementation are far more varied than found in private-sector led urban development as even identifying an overarching 'client' is complex. By understanding in detail how projects are delivered it may be possible to see whether encouraging collective engagement is a realisable goal. The specific context offered by public realm improvements in English small towns is one where policy abounds but there is no standard means of production and there is a lack of an all-encompassing formal

consent process. This provides unexpected and significant opportunities for civil society to influence the scheme's outcome. Process is clearly not a value free activity and this is examined through the observation of the changing dominance of stakeholder groups in three projects in small towns. The dynamics between protagonists are tracked through interviews, analysing documentation and observation, from the project's inception; through problem setting and solving; to execution and shaping through use.

All of the projects highlighted that communities are not homogenous, requiring compromise and negotiation to ensure projects are realised. Conflicting aims are inevitable, exacerbated by the way that attitudes and aspirations fail to be articulated or universally understood, as well as by the lack of innovative exemplars. In existing town centres the design of the public realm intervention must satisfy the prescriptive requirements of highways authorities whose primary responsibility is focused only on facilitating safe movement on the roads network. In these smaller rural authorities silo working is frequent and framing a compelling vision for the public realm has no formal champion so place making is not highlighted and engaging civil society is difficult. Compounding this, and further complicating decision making, are the multiple sources of legitimacy which have emerged, this is particularly played out in the tensions between representational and participative democracy.

Through recognising the role of civil society in the implementation of public realm schemes more robust and inclusive processes can be created which will lead to more appropriate and acceptable schemes being built.

## 459 | RECLAIMING SPACES: FAMILY INCLUSIVE URBAN DESIGN

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**ABSTRACT:** This paper outlines the role of urban design in the relationship between public space and families with children. The quality of outside play in urban and suburban spaces are crucial for the physical, social and cognitive development of young children. By analyzing three important daily living domains – street, green spaces and play spaces - through observations, surveys, workshops and interviews in the city of Eindhoven (NL) the paper discusses the increasing need for family and child directed consumption spaces in city areas. The data also reflects that though there are processes in place that are progressively contributing towards the inclusion of changing urban lifestyles, concerns on importance of outside play, public green spaces, and safety remain high. It is argued that the role of design along with child-friendly indicators and locally important factors need to be better strengthened when planning future family friendly city spaces. Initiatives such as co-creative design of public space with children and parents, bottom-up neighbourhood design initiatives (eg. child friendly routes) are some examples. This paper points out the wider significance of spatial transformation of the city's needs to accommodate various demographics and requirements.

## 1207 | CITY OF CHILDREN: BETWEEN STORYTELLING AND ONCE UPON A TIME ...

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**ABSTRACT:** Over the last decades, the increasing competitiveness of new peripheral centralities, mainly supported by top condition of motorized accessibility, has contributed to the loss of importance of the traditional city centres.

This phenomenon underlines the relevance of mobility, as one of the most central issues in today cities. The contemporary urban space is sprawled, fragmented and geographically unlimited by the huge dependence of car use.

Today we have a hypermobile and motorized society:

- That occupies the territory extensively, which increases the radius of daily movements and requires exclusive channels for motorized mobility.

- And that promotes the weakening of places, because it devalues proximity and only considers accessibility for car.

Furthermore, the unquestionable increase of daily movements has not represented for all the citizens a better access to places or even a more fair and equal right to the city! In fact, today, the non-motorized citizens, in particularly children, are the ones that get more penalized by this massive motorization, especially because all this recent transformation ends in the loss of their autonomy. Nevertheless, considering the increasing costs of energy, the impact of the environmental agendas and the growth of traffic jams, today's city management seems to be facing a change of paradigm, also in the way of programming and designing public spaces. Until now, functional segregation was the general answer to public space design problems, but now sharing comes as the prime solution: the best way to integrate all public space functions and needs. Sharing and coexistence solutions, especially geared to areas where the lack of space is a natural condition (like in traditional city centres), are also a way of assuring the necessary humanization of the contemporary public space. The main reason for segregation still is the speed differential between public space users. Consequently, by reducing the traffic impact/presence, it is possible to promote spaces where even cars and children are compatible. That's why nowadays traffic calming solutions come to be so important in city centres. The purpose is to give back the city to the People! And the children are certainly one of the most beautiful ways of starting this challenge! Based on this conceptual framework, Casa das Brincadeiras (an association that has the mission of designing, creating and producing situations / creative spaces where everyone, regardless of age or language, can have fun and play) has been working, during the last decade, in several projects and interventions that basically seek to reinforce the announced change of paradigm. Casa das Brincadeiras has been developing several outdoor games that in an enjoyable, positive, friendly and provocative environment come to show possible paths of how we can act collectively, so that all people, and in particular children, can regain their space in the public space!

This communication, based on the experience of Casa das Brincadeiras, also aims to show that the experience of playing in public spaces can be a powerful tool to:

- create better places,
- promote social interaction,
- reinforce the sense of place and community,
- counter social exclusion,
- in sum, produce more liveable, equal and fair cities!

## 1276 | PARTICIPATORY URBAN DESIGN: THE CASE OF DÜZCE HOPE HOMES PROJECT

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**ABSTRACT:** Participatory planning and design approaches were started to be discussed in the 1960s with the growth of community reactions against the top-down decision-making mechanisms, and social and environmental problems in cities that were triggered by the onset of industrialization in the 19th century. The citizens' demand for participating in decision-making processes to shape the built environment in which they currently live or will live in the future directly/indirectly affected the role of urban designer as an actor who produces urban spaces. This alternative approach for producing urban space which gradually contributes to social and spatial development asserts a new equilibrium between the role of user and designer. The dimension of the notion of design and the operation of the process undergo a change in a design continuum which is fed by the users' demands. Within the context of the research, the realization of participatory urban design process is evaluated. This study aims to elaborate how existing participatory urban design models were implemented in the design process of Düzce Hope Homes Project, and how project specific conditions impacted the realization of the design process. In this context, the participatory design methods which were used to acquire inputs from the user and the input transformation process are elaborated. As a result of the literature review, a participatory design framework is created; the realization of design process is analyzed and Düzce Hope Homes Project is evaluated within the established design framework. The study does not focus on the end product but rather than that, it analyzes the design process. The research concludes with inferences regarding existing participatory urban design models and methods, and their realization within the context of Düzce Hope Homes Project.

**KEYWORDS:** urban design, participatory urban design, participatory design methods, process design, user participation

## SLOT T04.S15 | ROOM GA4 | RAFAEL PIZARRO | AMERICAN UNIVERSITY OF SHARJAH

### 124 | STUDY ON THE OPTIMIZATION OF RESIDENTIAL SPACE IN RESOURCE BASED CITIES - A CASE STUDY OF YULIN

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**ABSTRACT:** City residential space is the basis of the living of city residents, but there are significant differences in the residential space of a same city. Improving the living environment of urban residents and reducing the difference of urban residential space play the important role in promoting social stability and urban coordinated development. Yulin city is located in the Loess Plateau and the Maowusu Desert transitional zone in China, belonging to the ecologically fragile and arid areas, the unique natural resources conditions affect the development of urban residential space, at the same time, Yulin is rich in mineral resources. In recent years, the exploration and development of resources has greatly stimulated the development of Yulin's economy, which helped Yulin develop into a medium-sized city from a small city. With the rapid expansion of urban space, residential space differentiation phenomenon is obvious. This paper addresses the optimization scheme of Yulin urban residential space, and provides a reference for the rapid development of the resource based medium-sized and small cities residential space optimization.

Based on the present situation of urban land use in Yulin over the years, this paper analyzes the situation of urban residential land use in the past years and the evolution of urban residential space layout in Yulin, and explores the development and distribution of urban residential space based on the site visit in depth. Given the situation of the 2016 residential space, residential space in Yulin city has been divided into the old city in the center of the city, high tech Zone in the south, new zone in southwest area etc. By studying and comparing the quality of construction, public space, public service facilities and conditions of environmental quality and other factors, also evaluate the present situation of the area of residential space, the findings demonstrate there is a big difference between the status quo of Yulin city residential space, and the old city living conditions are the worst. On this basis, the paper studies the factors that cause the differences, including historical factors, natural factors, urban planning and the income gap between residents and so on. Finally, based on the public participation, through policy regulation, the establishment of a fair social policy, stimulating employment, increasing the income of residents, exploring the potential resources of disadvantage areas and so on, the paper put forward the optimization scheme of Yulin residential space.

### 220 | MAPPING THE ACTUALITY OF THE THEORETICAL FOUNDATIONS OF CONTEMPORARY URBAN FORM THINKERS.

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**ABSTRACT:** Over the past two decades, a number of researches has conducted several studies about the effects of the changing environments and ecosystems, while revealing that many of the environmental problems that affect society are directly or indirectly related to issues of urban lifestyles and consumption patterns (WCED, 1987, Echenique et al. .2012). Furthermore, these are seen to have far-reaching and long-term effects, not only within the urban areas, but also on their entire surrounding regions (Rees, 1994; Kennedy et al., 2011; and Niza et al., 2016).

The relationship between urban form and lifestyles appears to be central to both the field of knowledge of urban design, urban culture and the topic of sustainability. If one accepts that changes of lifestyles are crucial to the achievement of sustainability, and that sustainability is as germane to the control of environmental disorders as is suggested in various European and other international directives (UN-



HABITAT, 2012; WCED, 1987, the EU Cohesion Policy 2014-2020), it is important that all those that embrace the field of urban design should reflect on how to pursue their role in the search for sustainability.

If one revisits the studies that contributed to the foundations of urban design, during the 1950's and 1960's, one can identify perspectives similar to those advocated by the United Nations report (UN-HABITAT, 2012), which includes the study of the human habitats and the processes that affect the on their evolution. Such studies were grounded on substantial international and multidisciplinary approaches, greatly conducted in a desirable holistic approach, while combining in an equilibrium manner the social, the physical and the cultural dimensions of urban form (Marat-Mendes, 2016). Indeed it had a good deal in common with the approach needed today towards sustainability. However, as recalled by Karrahholm (2016), in his analysis of public spaces in Sweden, not only the perception of space by users has changed over time, but also the elements of urban form perceived by those that are engaged with the design of the public realm seems to have been reassessed under the light of the predominant urban culture, for the past decades.

This presentation aims to contribute to a reflection on how urban design can contribute in an effective manner to a sustainable urban environment, while exposing the results of an ongoing research that seeks to identify the actuality of the seminal foundations that have guided the urban designers that are today engaged with the study of urban form. The results of a selected number of interviews has allowed organizing a first systematization of such identified theoretical foundations, and therefore provides a first analysis about their current relevance, having in mind the environmental, economical and social changes that have affect the contemporary world. The results of this research aim to contribute with an identification of the current approaches to urban design, mostly in Europe, while identifying their limitations and opportunities, under the light of a sustainable urban future.

## 307 | PUBLIC SPACES AS A PLANNING DIMENSION: MILAN STUDY CASES AND POTENTIALITIES

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**ABSTRACT:** After a long apathy phase, due to a combination of increased real estate pressures and international initiatives like Expo or the latest Triennale revival, Milan is heavily investing in the creation of new public spaces and revitalization of old ones. Which include, among others, star architects new inner city neighborhoods and landmark buildings, new design and fashion network spaces, car limitation policies to extended urban pedestrian areas. However, Milan urban renewal path is concretizing through heterogeneous results as they were proceedings which inspired these transformations. Indeed, each of these modified areas has been individually conceived, being absent any meaningful high scale planning indication outlining an overall transformative vision of the city. This is clearly reflected in the Milan increasingly fragmented geography, where the collective urban dimension has been often degraded to the rank of a public spaces collection to be consumed, rather than an urban structuring spatiality seeking connections. Such an attitude drives to the weakening of the heterogeneous but highly intertwined urban complex characterizing this city. Indeed, the overlap of historical compact frames and contemporary fragmentations, as well as different densities, gave rise to the actual Milan spatial condition, where emerge considerable public spaces potentials that could lead to fertile experimentations. But if public spaces are trivialized, they end up becoming self-referential entities, missing the task to condense differences and relations of the city.

This paper will deepen some of these potentials from the consideration of public spaces as active devices within which to develop connective systems responding to contemporary urban complexity inputs. Milan study-cases proposals will try to disclose how public spaces could be conceived to activate vibrant and pervasive urban backgrounds able to react effectively to the incessant changes of the city. This required to go beyond mere voids furnishing practices, adopting instead a structuralizing approach intercepting topics emerging from enclaves and fragments composing the actual urban frameworks. The paper will thus draw on specific design and exploration experiences evolved at the Urban and Territorial Planning Lab of the Polytechnic of Milan, in partnership with various stakeholders, where a set of themes based on reconceptualization of Milan public spaces have been identified. InFractures, systemizes and reconnects a set of empty in-between spaces at various scales innervating, through different intensities, an area from the city core to the eastern suburbs. TimeLaspeCity retraces new or deeply changed inner city public spaces, analysing their unexpected urban characterization in the light of everyday life uses, behaviours and practices. RipCity deals with a globalizing real estate insertion in a crucial environment between compact core and urbanized Milan region, concentrating on public space design hypothesis the task to reconnect clashing contexts. AgorUP tests a public spaces network utilizing flat rooftop surfaces, so as to



consider alternative urban landscape inputs in the collective dimension and fruition of the city. Selected key steps of the mentioned researches will advance a perspective on the public space delicate role in the definition of the contemporary city, providing cues for its design and conceptualization.

## 396 | TOWARDS PLACE-BASED ECOLOGICAL URBANISM: MERGING URBAN DESIGN PRESCRIPTIONS FOR PLACE- CREATION AND FOR CLIMATE CHANGE MITIGATION

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**ABSTRACT:** Sustainable urbanism has been promoted as the type of urbanism to reduce the ecological footprint of cities via environmentally-oriented prescriptions such as public transportation, mixed land uses, higher urban densities, compact urban form, urban agriculture, renewable energy production, and wastewaters and organic waste recycling. However, advocates of sustainable urbanism also claim that this new form of urban planning can equally generate a more meaningful public realm. Yet, claims about how to imbue with meaning the public realm have been made much more forcefully by advocates of place-based urban design. The overreaching of the potential benefits of sustainable urbanism has contributed to the well-warranted criticism that this type of urban planning has become a 'one-size-fits-all' urbanism. This paper, however, argues that it is indeed possible to merge sustainable urbanism with place-making urban design towards a synthesis the author calls place-based ecological urbanism. The argument is based on the potential place-creation qualities of the new spaces needed to accommodate green infrastructure systems in urban neighborhoods. The author argues that spaces for renewable energy production, urban agriculture, storm run-off control, and for recycling wastewaters, although different from traditional public realm spaces such as plazas and squares, can also contribute to create sense of place and to enrich public life.

## 614 | TRANSNATIONAL URBAN DESIGN FIRMS AND LOCAL IMPLICATIONS FOR PLANNING

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**ABSTRACT:** International architects and urban designers are today considered to be crucial for creating new urban projects and more generally for urban growth. Transnational firms tend, indeed, to provide complex packages of services that reassure investors and politicians, often by elaborating positive narratives, such as sustainability or the smart city. In the public debate, design firms are now widely used by developers and investors to package and legitimize their projects. However, in such processes, key decision-makers often intend urban landscapes or public spaces a means for maximizing their real-estate value or for selecting/affecting end users and local communities. Specific reference to local planning processes and powers seem less and less relevant for multiple reasons. Developers have an international outreach and options to quit one deal for other geographically distant ones, weakening the negotiating power of local planners. Design firms have grown into multinationals with hundreds (sometimes thousands) of employees and they work in multiple cities sharing the same (standardized) knowledge, technologies, imaginary and renderings and, most importantly, similar planning solutions that are ostensibly replicable. Public opinion and the media discuss more about the narrative (or the technologies, or the esthetics, or the persona) than the actual urban projects. In this way solutions are often depicted as merely technical matters, de-politicized and privatized by developers or ad hoc local planning agencies. By investigating two critical examples of firms working in multiple continents (i.e. one star-firm Foster + Partners and one less famous, Broadway Malyan), this paper will show that these transnational firms can operate in the absence of local planning powers (e.g. in emerging Asian countries or the Middle East), eventually be out of touch with the local physical and functional context or instrumentally use the specificities of given urban places. It seems important to understand these behaviors and their implications for local planning, since the work of transnational design firms is becoming more and more relevant for many global and second-tier cities in Asia and the Americas, as well as in Europe.

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## 726 | INTERSTITIAL SPACES: MOMENTS OF OPPORTUNITY AND MORPHOLOGICAL TRANSITION BETWEEN INFRASTRUCTURES AND BUILT FABRIC

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**ABSTRACT:** The fragmentation of the urban fabric caused a series of urban ruptures that run through several dimensions: spatial, formal and social. Parts of the fabric of the city lose continuity relations, or the ones they possess are very fragile, with constant breaks in the urban layout. It shows the absence of articulating elements between spaces or fragments that allow the development of reference and aggregation sites. The loss of formally structured spaces, with rules and hierarchies, provided the inexistence of different urban environments important for the spatial quality of the city. On the other hand, the intuitive paths and empirical perceptions constructed by the population are broken, leading to a reduction of social and urban cohesion. The city is composed by the sum of parts, which does not mean a cohesive whole and unify.

With this scenario, the major mobility infrastructures are currently one of the main elements of spatial connection and articulation. Along their sides accumulates several urban fragments, or big architectural pieces, which explore their connectivity, while at the same time constructing morphological and functional relations with the infra-structural axis. Urban corridors with greater density and compactness are constituted, linear systems that aggregate and structure the territory.

This urbanization process usually occurs in a way that is disarticulated with the mobility axis. Infrastructure and urban fabric are thought out, and constructed, separately, by forming morphological and physical relationships, often weak or through indirect systems. Despite this, it is evident the creation of symbiotic mechanisms of interrelation between the infrastructural axis and the surrounding built fabric, that supports and formally constitutes itself facing the path axis. These facts lead us to question more classic concepts and to interrogate if these linear urban elements do not constitute contemporary trends of streets. These emerging urban elements assume their own identity and a particular relevance in the definition of spatial references and hierarchies of the contemporary city.

Nevertheless, its urban form is still to stabilize. Its formative process is evolving and incorporates constant transformations. Several interstitial spaces, vacant, expectant or informally appropriated and illegal spaces, which represent clear opportunities for urban intervention, are set up.

These spaces constitute a membrane of morphological mediation, with high potential, namely in the consolidation and sedimentation process of these urban elements. These are spaces where public or collective space qualification operations can be carried out, suturing the fragments, which will collaborate in the composition of a new urban stratum, capable of constituting a legible, balanced urban structure appropriated for development of social facts.

The article, having the Lisbon metropolitan area as an observation field, tries to focus the debate in these interstitial spaces, specifically located between mobility axes and its adjacent built fabric, which currently represent important moments in the composition of morphological and functional transition spaces. The urban project on these sites allows not only a sedimentation of their physical form, but also contributes to thematic issues that are important in today's urban development such as the economic and ecological sustainability of cities, their shrinkage and consequently their urban fabric compactness

**SLOT T04.S23 | ROOM GA5 | MILTON MONTEJANO-CASTILLO |  
ESCUELA SUPERIOR DE INGENIERÍA Y ARQUITECTURA  
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NACIONAL**

**1050 | THE ROLE OF PUBLIC SPACE IN THE RECENT  
TRANSFORMATIONS OF MEXICO CITY. FROM PROTAGONIST  
TO FORGOTTEN ACTOR**

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**ABSTRACT:** The role of public space in the city is considered of the utmost importance, since it is indispensable to strengthen the social, cultural, economic and political character of the city. Public space is the means of expression of the different but above all it is the one that supports the reinforcement of the urban fabric; it enables the city to work in an inclusive and equitable way for the society in general; hence the importance of analyzing the role of public space in the relevant transformations in the XXI century in Mexico City.

We depart from the hypothesis that the re-composition of territories of opportunity in Mexico City has been based on the adoption of trends supported by the economy, rather than in the needs of the population, resulting in exclusionary public spaces. The objective of this article is to analyze the condition of the public space in the current city in quantitative and qualitative terms, understanding public space as parks, public squares and walks. To undertake this analysis we take as case study the neighborhoods Granada and Ampliación Granada, both located in the Municipality of Miguel Hidalgo in Mexico City, that since the end of the first decade of this century have had a reconfiguration in their use from industrial land to residential use. These neighborhoods are compared to Polanco, an adjoining neighborhood of success since its creation in the early twentieth century and which supports the new real estate image of the mentioned neighborhoods. Hence, some of the public spaces located in those places are compared, evaluating the instruments, actions and public interventions for the creation and improvement of them.

The results show that on the one hand, there is no quantitative similarity in the characteristics of public spaces, since they are dramatically reduced as a consequence of the lack of urban planning and the lack of political intention to create public spaces, that is to say, there is no urban design. On the other hand, qualitatively, we have not seen the concern that the spaces of new creation are inclusive and open to the general population with the intention of integration; urban projects predominate not to favor urban fabric, but to delimit territories.

**KEYWORDS:** Public space, urban transformation, Mexico City.

**1088 | MONITORING UNIQUE EDUCATIONAL INSTITUTIONS  
REGARDING THEIR SPATIAL PATTERNS AND CHANGE: THE  
CASE OF HASANOGLAN HIGH VILLAGE INSTITUTE IN  
TURKEY**

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**ABSTRACT:** The Village Institutes were noted as exemplary educational institutions throughout Turkey, which entered the process of modernization together with the declaration of the Republic. In this period, Ankara is a lead capital city in which the modernization process of the country is best represented. The project of the village institutes of that period and the vision of the capital Ankara came together and a High Village Institute was established in Hasanoğlu District of Ankara with the aim of raising teachers to village

institutes. The campus areas of all the institutes have distinctive qualities, in comparison with the other usual educational institutions; in terms of spatial patterns, cooperative construction processes and land use transformations over time. In this context, the aim of this study is to investigate the establishment, development and spatial changes of the Hasanoğlu High Village Institute campus area from its establishment until today. While conducting the research, related written and visual information is referred, from historical documents in particular. Hasanoğlu High Village Institute was built based on a specific campus plan and project. Considering the spatial set up of the campus, it is pointed out that certain principles have been paid regard to the locations of indoor and outdoor spaces. In this sense; besides the monitoring of the changes that the campus has undergone over time, examination of the spatial pattern and configuration of the campus in terms of urban design principles is figured as well.

## 1194 | THE ROLE OF URBAN ATMOSPHERE FOR NON WORK ACTIVITY LOCATIONS

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**ABSTRACT:** This study applies the concept of urban atmosphere to explore what, whether and how atmospheric characteristics of different locations; mainly downtown areas but also neighborhood centers and non-central areas, might influence and be of importance for residents' perceived quality of life. The concept of atmosphere, as proposed by Böhme (1993) as an intermediate and intangible phenomenon can be approached from both the side of subjects and from the side of objects. An atmosphere is perceived from the perspective of the subject as the emotional response to the presence of something or someone and concerns a spatial sense of ambience. Application of this concept on residents' perception of the quality of locations for non-work activities has got limited attention in academic research so far. This involves how characteristics of different kinds combine and influence the experience of inhabitants in terms of their mood and wellbeing. The results stem from 33 qualitative in-depth interviews conducted in the metropolitan areas of Oslo and Stavanger. Eight themes of atmospheres were identified in the interviews, referring to several common groups of positive and negative characteristics of synesthetic and/or social character; Vibrant-, Unpleasant-, Consumerism-, Lack of atmosphere, Peaceful- and quiet, Historic-, Local- and finally Social atmosphere. Among these eight, the Vibrant and Unpleasant, identified in downtown areas and sometimes local centers, are experienced in the opposite ways, positive or negative, depending on the perceivers' personal preferences, often influenced by learning. The role of the atmosphere in the downtown areas that provokes wellbeing is often related to social activities combined with instrumental purposes, such as at the same time purchasing commodities. Places with historic depth and characteristics that create peaceful and quiet atmosphere are found to stimulate wellbeing in addition to good social atmosphere. Social atmosphere is found to be important for choice of residential location or location for non-work activities. This is influenced by stage of life and personal preferences. The theme called consumerism in this study and lack of atmosphere are the result of zoning policy in planning. This leads to the discussion of whether good atmosphere is important for perceived wellbeing and quality of life. This study finds that good atmosphere is important in this relationship. The results are discussed in the light of sustainable urban development. In the largest Norwegian cities, rapid population growth is expected for the coming decades, so a lot of new dwellings and other buildings must be built. In order to avoid intrusion into valuable natural areas and farmland and to avoid increasing travel distances and car dependency, densification is recommendable from an environmental sustainability perspective instead of outward urban expansion. The results from the study indicate that densification may lead to vibrant atmosphere, which may be perceived in a negative way. Based on the results it is suggested that characteristics that promote peaceful and quiet atmosphere, good social atmosphere and historic should be emphasized to greater extent in the planning of downtown areas as well as local neighborhood centers to improve these locations as living areas with residents quality of life in mind.

## 1277 | PUBLIC SPACES AS BINDING FACTORS - PROMOTING SOCIAL INTERACTION IN THE DIVIDED CITY OF NICOSIA, CYPRUS

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**ABSTRACT:** Social interaction is the contact between individuals, groups and environments (Talen, 1999). There are different levels of social interaction, starting with very superficial ones, for example observing other individuals and greeting them, to a high level of interaction that can be found in neighborhoods where individuals form communities and share emotional investment in the same things. Public spaces such as streets, plazas and parks have the ability to facilitate and promote social interaction (Hickman, 2013), because they create opportunities for people to interact in the form of activities (shopping, cafés, restaurants, museums) and special events (attractions, festivals, exhibitions, etc.) (Pullan et al., 2012, Koutrolidou, 2012). The UN Habitat (2013) defines social interaction as an element of a public space.

Divided cities originate as the result of divisions within a nation (Kliot & Mansfeld, 1999). With little to no relation between the two sides of the divided city, they continue to develop independently. Examples can be found in the formerly divided Berlin, in Belfast and in Nicosia (Kliot & Mansfeld, 1999). In cases where the citizens of the divided cities are allowed to move across the border, one place where they still come in contact with each other and have an opportunity to interact is the public space (Pullan, Anderson, Dumper, & O'Dowd, 2012). This implies that public spaces are, not only places of social interaction across sides of the divided cities, but also have the potential to build connections between different groups, and cultivate good will, friendship, compassion and tolerance (Mehrotra & Yammiyavar, 2013).

Previous research has focused on public spaces as binding factors within fragmented cities (Bollens, 2006, UN Habitat, 2013), and examined the different ways groups of actors use public space in divided cities in order to decrease social fragmentation (Nagle, 2009). These studies analyse the physical aspect, focusing on urban design, or the ways people use the space (Nagle, 2009; Abu-Ghazze, 1999). Talen (1999) measured the social interaction in public spaces using surveys, at a neighborhood level.

The goal of this paper is to analyse how public spaces promote social interaction within a divided city. This paper develops a social interaction index that is applied to public spaces in the vicinity of crossing points, in Nicosia, in Cyprus. The resulting index is then confronted with local expert's perception of degree and importance of social interaction between the divided communities in these public spaces. The findings show that it is in the vicinity of these crossing points that existing public spaces generate social interaction between the divided community, and points to the elements that are supporting this interaction, and the aspects that could be further developed.

## 1287 | PORTO AND LONDON ARE NOT THAT DIFFERENT AFTER ALL? REFLECTIONS ON RECENT URBAN TRANSFORMATIONS IN THE NEIGHBOURHOOD OF DALSTON (LONDON) AND PORTO'S HI

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**ABSTRACT:** What do Dalston, a zone 2 neighbourhood in London (England), and the world heritage historic centre of Porto (Portugal) have in common? Apparently nothing or very little, one could say; except from the fact they are both undergoing drastic processes of change in terms of its local culture due to new building within the existing urban fabric. The paper will address this transformation aiming, as a more general purpose, to highlight a current phenomenon which tends to link together so many different cities in the world that are experiencing equivalent transformation processes as these interfere with the existing culture of places, erasing long lasting distinctive traces and making them ever more similar and less genuinely vivid.

Referential documents such as the urban agendas from UN (2016) and EU (2015), or The Valleta Principles for the Safeguarding and Management of Historic Cities, Towns and Urban Areas (ICOMOS,

2011), among others, are coincident as to the importance given to sustainable development, public participation, cooperation, multiculturalism and inclusiveness and so forth. However, aside from the use of this kind of beautiful words, that fit Bourdin's notion of vague-concepts (2011), one has to be aware of its meaning in practice. As such, this paper aims specifically to explore this correspondence by observing the character and features of the ongoing urban transformation within two (perceived) very different cities.

Both Porto's historic centre and Dalston are dealing with distinctive change driving calls and therefore pulling out dissimilar topics to their local agendas – the historic centre of Porto, predominantly responding to tourism demands, offers its long time derelict or semi-occupied and degraded urban fabric to a so-called building rehabilitation under a general facadism practice; Dalston, on its term, reacting to the crucial need for housing in London, makes use of both (1) a small number of vacant plots that were kept empty as dependent on infrastructure growth (London Overground and railway development) and (2) of those made available from the (non-consensual) demolition of derelict buildings, in either case giving way to construction from scratch.

The methodological approach builds on a mix of resources such as field work, semi-structured interviews (a stronger component in London's case) and online data gathered from diverse websites, further completed in Porto's case with official information. The discussion shows that the process of transformation is contested in both cases, albeit expressed differently. The scrutiny reveals the physical aspects of change, local identity(ies) and distinctive perspectives on cultural artefacts, as well as community participation and local government, and argumentative discourses vs practice, and will extract distinctive features of each case study. Findings will reveal contradictions between theory and practice to both, namely concerning the (un)balance among private investment led interventions (more or less) supported by local authority or the preservation vs disappearing vs emergence of cultural diversity.



## SLOT T05.S07 | ROOM V1.09 | STEPHAN PAULEIT | TECHNICAL UNIVERSITY OF MUNICH

### 217 | POLITICAL CONFLICT ON SPATIAL PRACTICE AT URBAN PARKS IN TURKEY: CASES OF ANKARA AND İSTANBUL

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**ABSTRACT:** Urban parks (within different scales) are defined as 'green', 'open' and 'public' spaces presenting a backcloth for spatial practices in daily life within the related literature. Citizens recreate themselves, and interact with nature and each other in these spaces within several ways. Spatial practice at neighbourhood parks is a critical component of urban everyday life since it frames daily rhythms, perceptions and behaviours in relation with the physical boundaries of the space. However urban parks (as conceived spaces) are regulated through official decisions of state, especially by the hand of local governments, which indicates the ideology and spatial policy of the party in power and capital accumulation processes rather than use value of inhabitants and spatial quality of natural-built environment [especially led by the era of neo-liberalism, particularly in the countries like Turkey, of which spatial policy is fragile and extremely influenced by the political-economic shifts]. Moreover, neo-liberal spatial policies stretched the limits and definitions of public and private spaces; which led to both deformation of open-green spaces and privatization of public spaces.

Within this frame of reference, 'how urban parks function via reproduction of space' occurs as a critical question since such spaces promise spatial practices linked to a pure use value rather than exchange value: How can urban parks survive within urban spatial pattern as 'a natural' and 'an open public space' within this mode of production? Although (open) public spaces, especially urban parks, are on the base of our daily experience and self-reproduction process; in Turkish case, they have turned out to be places where we pass through and seem to be at the mercy of the decision makers or to be constructed through market mechanisms, which lead to arbitrarily developed open public spaces. However, they have great social, political and professional potentials. The recent attempt to demolish Gezi Park (and the struggles over it since June 2013) is a good example of both of these situations in Turkey. The opposition rose against not only the spatial intervention to our organization of public spaces but also to the undemocratic intervention to our everyday life and rhythms. This transformation and struggle is and will be critical in following years in Turkey. This very recent struggle indicates the tension between users and (technically or politically) designers of these spaces.

This study bulldozes the conflictual nature of urban parks in Turkish case within the examples of reproduction of such spaces especially in Ankara (the capital city of Turkey) and also in some other cases in İstanbul (the largest metropolis of the country) through the analysis of 'reproduction mechanisms', 'meaning shifts' and 'spatial-historical phases'. These examples would both demonstrate a framework for the main question of the study: how has neoliberalism shifted the boundaries of public and private spaces in Turkish case of urban parks; and also would indicate the political-spatial potentials rested in this shift such as in the example of Gezi Resistance during June 2013.

### 273 | PUBLIC SPACES PRODUCED BY COLLECTIVE EFFORT: COMMUNITY GARDENS IN ANKARA

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**ABSTRACT:** Urban green areas are fragments of nature, although many are artificially designed. They differ in size, function, location, and design, but all provide environmental, social, cultural and economic benefits. However, they are getting few in number and smaller in size, due to urban development and economic considerations. Turkey, as an emerging economy, has high urbanization rates. State and local policies tend to weigh economic growth more than social development and environmental protection. Therefore, urban green areas can easily be sacrificed for economically more feasible land uses. Such a

tendency limits open space alternatives, prompts environmental degradation, and inhibits social interaction opportunities. Civil initiative, on the other hand, comes up with creative ideas to overcome such threats. Community gardens are among these civic responses, which engage people with nature through agricultural activity and with each other through collective effort.

Community gardening is not a new concept, which particularly flourished during depression times. They have been coping tools to eliminate crime, poverty, food scarcity, environmental degradation and social polarization. The concept is relatively new to Turkish cities. Increasing awareness on social integrity, environmental protection, and food security gave way community gardening in recent years. This study discusses three community gardens in Ankara (Cigdem, 100 Yil and METU) which reflect inspirational efforts to create a public medium initiated by local people. Empowering civic engagement, agricultural production, sustainability, knowledge dissemination, and environmentally-conscious land protection are the basic premises of all three gardens. Although having similar initial motives, each garden is unique in terms of neighborhood characteristics, participant profiles, political concerns, and organizational behavior.

Cigdem garden was established on an idle land in Cigdem neighborhood by the local community association. The garden is active for more than five years, which is cultivated by the residents on voluntary basis. 100 Yil garden was established on a public land in 100 Yil neighborhood, surrounded by mostly student rental housing. The garden was initiated by a politically active neighborhood association founded after Gezi Park Protests. Both gardens are open access, and participation is promoted with seasonal festivals and social gatherings. METU garden was established in the Middle East Technical University campus by student associations, and volunteer students and academicians. It is the most recent garden and the only semi-restricted one since public access to the campus has particular limitations.

Besides the analysis of the gardens' general characteristics, in-depth interviews have been conducted with gardeners to reveal individual perceptions and motives, and internal relations among participants. The outcomes show that the gardens enhance social interaction and knowledge dissemination gradually, through agriculture and alternative activities such as workshops for different groups (education for school children, design practices for college students, permaculture seminars, etc.). Although it is early to conclude that community gardens in Ankara will achieve long term success, they have potentials to serve as micro-level green incubators which can evolve urban and state level urban green infrastructure policies aiming to increase social and environmental awareness.

## 798 | GREEN INFRASTRUCTURE AS A TOOL TO GO BEYOND THE FORMAL DISTINCTION OF PUBLIC AND PRIVATE IN THE USE OF OPEN SPACE

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**ABSTRACT:** Many ecosystem-based planning approaches have adopted a redefinition of the relations between biotic (people, flora, fauna), abiotic (soil, water, air), cultural and artificial (buildings, roads, infrastructure) components and functions of the urban ecosystem, so as to foster a sustainable coexistence between natural and built environment. Focusing on this approach, Green Infrastructure (GI), which essentially refers to a multifunctional network of environmental and other assets, could be used as a planning tool to address sustainable urban development and especially adaptation to climate change and the urban heat island effect. The multifunctionality of the GI concept means that it refers to a combination of assets, of public and private ownership, existing and new, covering all spatial scales, among which open space assets within a city are of particular significance. For the purpose of this paper open space is used as any open piece of land, either public or private, that has no built structures. The design and regulation of open spaces is at the heart of urban planning as its primary concern is to secure the collective interests of the community. This includes both the provision of open public spaces as well public control over private property through specific planning regulations in order to secure insolation, ventilation and in general healthy and pleasant environmental conditions. Thus, a well-designed and managed GI enhancing open space in the city, already provided by the statutory plans and planning regulations, maximizes its ecosystem properties and its positive effects in sustainable urban development regardless the ownership status of the specific open space assets.

This paper investigates the multiple environmental, economic and social effects of GI considering it as a public good, taking into account that it simultaneously benefits the entire community and provides consumer access to its gains, irrespective of the ownership status of the specific assets that form a GI network. Using the example of the Greek planning system, the paper classifies all open space assets

provided by statutory planning which may constitute a multifunctional and well-connected GI. In order to assess the benefits of GI at the community level the paper also presents a case study in the city of Thessaloniki where the redesign of both public and private open spaces, anticipated by the statutory plan and the existing planning regulations, lead to the creation of a GI network which can reduce local vulnerability to the urban heat island effect. The paper highlights the multiplicity of open spaces which may form a multifunctional GI as a critical planning tool for the quality of local environment. The planning system should identify, classify and promote more integrated and ecosystem based planning tools, such as GI, emphasizing on their cumulative benefits for the community.

**KEYWORDS:** Green Infrastructure, open space, public goods, planning tools, Greek planning system

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## 1078 | ALLOTMENT GARDENS IN LISBON (PORTUGAL): USER'S MOTIVATIONS AND INSIGHTS FOR URBAN PLANNING

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**ABSTRACT:** In an increasingly urbanised world, urban green areas, including allotment gardens (AG), play a fundamental role for the environment and for citizens, by delivering ecosystem services and fostering health and well-being. Throughout the world, urban AG have been gaining increasing attention and practitioners, being recognised for their social, economic and environmental benefits.

In the recent years, the Lisbon municipality has developed a strategy for urban agriculture through the creation of formal municipal gardens within the city - horticultural parks (HP). In these, gardeners must cultivate following a set of rules, receiving previous training and technical support. However, most of the gardening activities occur in derelict land, in informal AG. With this study, we aim to highlight the role of informal gardens in Lisbon's urban and social fabric and contribute for city planning, by reinforcing the need of integrating cultural, social and environmental values in decision making processes. Specifically, we intend to i) characterize the network of urban AG in Lisbon and the municipality strategy towards it, ii) evaluate urban gardeners' motivations for cultivating, particularly in informal gardens and understand the potential importance of this activity for their well-being, iii) characterize the demographic, socio-cultural and economic profile of both gardeners and the local population surrounding these green spaces, and iv) assess the expansion potential of the network of urban AG. To accomplish these objectives, we assessed the distribution of AG, and conducted semi-structured interviews to 60 gardeners using informal AG, aiming to characterise their profile, and understand motivations for cultivating, and challenges faced during cultivation. AG showed a disperse and uneven distribution pattern largely dominated by informal AG, with over 150 areas of these type of AG confirmed, compared to only 19 active/planned HP. The first results of the semi-structured interviews to gardeners of informal AGs indicate they are mainly elderly retired men, previously acquainted with agricultural activities. Gardening is seen as a leisure activity, being highlighted the importance of being outdoors and the opportunity to socialise with other gardeners. The potential economic benefits from such endeavours was not referred as a main motivation. However, most the interviewees believed that they do save money with this activity. The most recognised challenge was related with water shortage preventing gardening activities during hot months, due to the climatic features of the city. The demographic and socio-economic characterisation of the AG neighbouring population, as well as the potential for further expansion in the city, will further contribute to planning and decision making. These results emphasise that, despite the lack of benefits reported by the municipality regarding these informal AGs, these spaces are relevant for gardeners' well-being and therefore to social cohesion. In addition, acknowledging that urban agriculture contributes to urban sustainability, resilience and ecosystem services delivery, and given the increasing interest towards urban agriculture and AG, there is great potential for its use to promote the contact with nature and healthy lifestyles for urban communities.

This study is part of a research in the collaborative project GREENSURGE, funded by the European Commission Seventh Framework (FP7 - <http://greensurge.eu>).

## SLOT T06.S07 | ROOM V1.11 | MATTEO BERZI | UNIVERSITAT AUTÒNOMA DE BARCELONA

### 839 | MODELLING SUBJECTIVE PERCEPTION OF LANDSCAPE FOR LARGE AREAS AND ACROSS PUBLICS: A VALID CONTRIBUTION TO PLANNING ON A NATIONAL LEVEL?!

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**ABSTRACT:** To achieve a successful energy turnaround not only sufficient production of renewable energies, but also the transport from production landscapes to the consumption landscapes is required. In Germany many and large new overhead powerlines are planned to transport electricity from northern Germany, which is rich in wind energy, to the large and densely populated south with its high electricity demand. Planning and building of grid corridors is often delayed significantly by public opposition, which also slows down the transition to renewable energy sources. One main argument of the public concerned is the impact of the powerlines on the perceived quality of their everyday and recreation landscapes.

So far, high quality data and maps on visual landscape quality are missing on the national level. Methods and data from federal state or regional landscape assessments and planning cannot be used due to their methodological heterogeneity, lacking actuality and gaps in terms of spatial consistency. Including visual landscape quality assessment into planning (e.g. for Strategic Environmental Assessment of national grid plans) on this national scale is also a major methodological challenge, as individual and subjective landscape preferences have to be included into an objective and validated visual landscape quality assessment method that can be applied to the entire German territory. In the presentation we will present the findings of a research and development project funded by the German Federal Agency for Nature Conservation. The aim of the project is to provide a validated national map and dataset for the visual landscape qualities scenic beauty, visual diversity, landscape characteristics and the landscape recreational function, which are criteria given by the German Federal Nature Conservation Act. Based on these data, an impact assessment method to judge the suitability of different landscapes for electricity transmission grid infrastructure and the levels of conflicts caused by it will be developed.

Based on a solid set of case studies and following a multiple criteria stratified sampling strategy with proven representativeness for German landscape types and natural regions, a national photo documentary of landscapes was conducted in 30 different reference areas (each around 150 km<sup>2</sup>) across Germany. This photo documentary is used in a large online visual landscape assessment survey targeting the general public via a sociological panel. Based on the statistical analysis of the data gathered we can predict and model, which and how components and elements of the landscape influence the human landscape perception and assessment in terms of the criteria mentioned above. These visual quality models can then be applied nation-wide using nationally available homogenous GIS datasets.

Combining an empirical research approach, statistical methods and expert knowledge gathered in thematic expert workshops, these models will be validated, in order to fulfil the legal requirements for the national grid planning process.

The research findings will also be reflected against different paradigms in landscape research and planning, environmental psychology, and planning sociology.

### 859 | REGIONAL DESIGN

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**ABSTRACT:** Regional design, long a backbone for spatial planning has become topical again as a key strategy and as a key tool in spatial management. This is due to several reasons. One is that new conditions of urbanisation resulting from the convergence of several factors highlight the need for spatial

strategy formation and application at supra-metropolitan scales. New conditions include globalisation, climate change, increased mobility and interconnectivity, and new infrastructure technologies. Older factors include those stemming from the problematic impacts of city-region growth and development that have remained unsolved, such as housing affordability, socio-spatial inequity, traffic congestion, and air and water pollution, among others. Traditional urban planning, conceived at neighbourhood, district, city, and metropolitan scales are inadequate to deal with many pressing urban problems and opportunities today.

One approach to old and new conditions and problems comes into focus at the regional scale through the practice of regional design. Regional design takes into account physical / spatial parameters that are appropriately dealt with using design criteria for both analysis (understanding the problematic) and synthesis (formulating spatial solutions) at the regional scale. Its rationale stems from: The increase in scale and connectivity among neighbouring metropolises to form large city regions The influence of transport, water, and telecommunications infrastructures as drivers of regional agglomerations The multi-scalar realities of global processes and spatial formation The twin and inter-related imperatives of competitiveness and sustainability necessitate larger scale, holistic thinking The multiple levels of governance in concert with other sectors of society that are needed to address intertwined regional and local issues These factors combine and permute to reassert the importance of the regional design of territorial forms and processes, including and especially governance. Regional design has the virtue of clarifying, in part, the governance of city-region development by focusing on strategic spatial characteristics, selected due to their growth inducing and form shaping powers. These strategic matters, spatially expressed by infrastructure, are subject to investments that can spur economic activity and ecological restoration. Regulation and other development controls are more apt for smaller urban scales such as the municipality.

The Design of Regional Governance - Regional issues implies revisioning and reforming institutions of governance for three key components of regional design: urban development for settlements, environmental and rural management for environs, and infrastructure management for physical networks that link settlements. Effective governance for regional design entails collaborative, consensus seeking, and inter- and multi-jurisdictional practices among and within levels of governance. Yet the size of contemporary regions, larger than the past, means that many regions cross political borders, including transnational. This makes governance more complex due to the complexity of the inter-jurisdictional matters that arise from multiple cross-border issues. Cross-border planning, design and governance is becoming more prominent because the scale of regions is increasing as activities become more frequently interconnected. A new term — 'macro-regions' — has been put in use in the EU that reflects this increase in scale.



## 1169 | IDENTIFYING SPACES OF INJUSTICE: THE MATTER OF SCALE

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**ABSTRACT:** Territorial scale of addressing spatial inequalities is problematized by the authors of the paper, The thematic context is that of spatial distribution of wealth and disadvantages across Europe.

The point of departure is an analysis of social vulnerability of the population as it is indicated by a composite variable created by four proxy indicators (income, unemployment, educational attainment, life expectancy). The map drawn at country level clearly indicate the major fault-lines between the macro-regions of Europe reflecting deeply rooted, historically determined distribution of wealth across the continent. By contrast, on NUTS-2 level map the uniform positions of macro-spaces break up: economic engines and regional agglomerations of wealth evidently figure in advanced macro-regions, whilst the former communist block stays intact as a most disadvantaged, geographically continuous zone of Europe. North / South divide also shows up clearly in more patchy shapes. Using the case of Hungary as an example, going further down on the territorial classification system (NUTS-3, LAU-1, LAU-2) authors identify more-and more closely the locus of social injustice via identifying socially vulnerable population at various spatial levels and point to the positive and negative aspects of territorially targeted policies impacting or not inequalities across localities.

As an example, a Hungarian policy measure is analysed that was part of the country's cohesion program in the 2007-2013 programming period addressing the most disadvantaged LAU-1 territories. The peculiarity of the measure resided in the double focus on territorial and social inequalities. According to ex-post evaluation of the program it was successful but only those localities benefitted that were part of the targeted LAU-1 territories whilst localities outside with similar level of social disadvantages were not eligible for funding. Is "spatial justice" then served by this specific policy measure? If not what else could be provided and justified? These are the questions the presentation tries to answer.

## 1285 | SHAPING REGIONAL FUTURES: PERFORMANCES OF REGIONAL DESIGN IN EUROPEAN REGIONS

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**ABSTRACT:** In numerous European regions politicians, administrators, planning professionals, market and civil actors are experimenting with design approaches to overcome limitations that the statutory planning systems pose. They use design practice to indicate how growing spatial integration exceeds restricting administrative boundaries, and to demonstrate why and how such barriers should be overcome. Design practices in European regions, however, vary greatly. In some regions there is a strong design tradition while in other regions this is far less the case, although actors observe the design practices employed elsewhere with curiosity. Despite the broad interest which has emerged recently, few lessons have been learnt so far.

Design is a creative practice, orientated towards finding solutions to problems in the built (and unbuilt) environment. It is a 'conversation with the situation' (Schön, 1985, p.49), driven by normative, desirable futures, and also by a wish to understand holistic wholes and dependencies among parts (Rittel, 1987, Schön, 1983, Schön, 1988, Hillier and Leaman, 1974). To use such creative and comprehensive design-led approaches in regional planning often raises high expectations, usually associated with the intense use of spatial representation in design such as maps, models, and other geographic imagery (see e.g. Balz and Zonneveld, 2015, Van Dijk, 2011). Representations are seen to be explanatory; to increase understanding of interdependencies across scales and issues, and to focus attention on the places and locations that are affected. Representations of spatial agendas are seen to be persuasive; they provoke thoughts and feelings, and therefore the involvement of individuals and organizations in politics and planning. In the context of interactive design processes, visualizations and spatial representations are also seen to be platforms or dialogues, malleable collections of spatial information that expose conflict, facilitate learning, and mediate in the context of complex governance settings.



This paper introduces a systemic analytical framework to identify and explain the multiple performances of regional design in planning decision making. According to this framework, regional design-led approaches are characterised by three interrelated aspects, notably (1) the regional setting as the specific planning context any design endeavour is embedded in, (2) the impact (performance) of regional design on decision-making processes and (3) the characteristics of the regional design strategy and process. The analytical framework has been developed for the 2015 conference 'Shaping Regional Futures' in Munich (for more information see Förster et al., 2016). During the conference invited experts and practitioners used the framework for an understanding of regional design cases in three European regions: the Amsterdam Region, the Zurich Region and the Ruhr area. One main aim of this paper is to present results from analysis. It identifies aspects of regional settings, performances, design strategies and processes that have influenced design-led approaches in these areas decisively. A second and more broad aim is discuss the analytical framework by means of results from case study analysis, from a theoretical perspective.

## SLOT T07.S05 | ROOM V1.12 | ISABEL RAPOSO AND SÍLVIA JORGE | FA-ULISBOA

### 103 | THE 'FOSTER CITY': THE DIFFERENT STRATA OF URBAN DIVERSITY IN A NEWLY-MIXED TOWN

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**ABSTRACT:** In the past several decades, an expeditious emigration process is evident in Israel. Israeli towns which were established during the 1950s and 1960s have attracted ultra-orthodox communities and Palestinians who are Israeli citizens. This process stands in contrast to the nationalist-Zionist ethos, which has aimed to plan and populate new towns in the peripheral areas of the new state, mainly for secular Jews. As a consequence, population groups who are considered as 'others', share the urban space with the local population. Against this background, tensions between the different population groups arise, turning the city into a contested arena, where struggles over public resources, public services, local identity and urban image proliferate.

This paper highlights the different strata of urban diversity in the context of planning, asking how urban management and planning deal with a city that becomes mixed and is characterized by multiple conflicts. Karmiel, a newly-mixed town in Israel, was selected as a case study. It focuses on three planning events which differ in scale and represent the conflicts within the urban realm, resulting from and intensified by increasing urban diversity in terms of religious inclination (secular vs. ultra-orthodox Jews), ethno-national identity (Jews vs. Palestinians who are Israeli citizens), and socio-economic inequalities (high socio-economic status vs. low socio-economic status).

The methodology combines multiple sources of knowledge and information: historical knowledge (archival documentation); planning knowledge (statutory plans, municipal board-meetings' protocols, court verdicts, interviews with municipal officials and planning practitioners); local knowledge (in-depth conversations: local residents, social activists, local NGOs, building contractors, business owners, national and local press, the civic discourse in Facebook groups); quantitative data and information (Israeli central bureau of statistics, The Ministry of Housing publications, Israeli Tax authorities, Israeli Knesset research center). This approach has produced integrative knowledge about contemporary urbanism, stressing the unique urban dynamics within cities that are becoming mixed.

This paper offers a new conceptualization- 'the foster city'. Ultra-Orthodox Jews and Palestinians who are Israeli citizens, are compared to 'step-inhabitants'- they are not an ideological product of the national-Zionist city. The Israeli urban reality is characterized by growing heterogeneity, subverting the Israeli planning policy which strives for absolute social, cultural and spatial separation between Jews and Arabs and between secular and ultra-orthodox Jews. This abnormality challenges the existing order, eroding the utopian ideal of the homogeneous national-city. The 'foster city' highlights the intermediate situation of newly-mixed cities, not only in Israel, but is germane to the European context as well. It emphasizes the complicated conditions of population groups considered as 'others', in two central aspects: alienation and temporariness. In the 'foster city' the struggles over symbolic and spatial demands echo everywhere: at home, in the streets and neighborhoods and in the entire city. Nonetheless, the 'foster city' is an enabling space, providing for marginalized groups an opportunity to fulfill their civil rights: it reduces the supremacy of ethnic, religious, and socio-economic status, while allowing civic belonging to sprout.

### 246 | THE STREET FOOD MARKET, TO BE OR NOT TO BE? A STUDY OF DIFFERENT GROUPS' INTEREST DIALOG BEHIND INFORMAL URBAN SPACE.

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**ABSTRACT:** Street food market was the major business form in Shanghai, in which food, vegetables and fruits are sold. But by the end of twentieth Century, after the government management is centralized and moved indoors, the street market within urban area mostly disappeared. But before long, street food markets of all sizes came into being again, creating a typical irregular space in Shanghai. Especially in the bustling city center, there are still many street food markets despite of the prohibition. This phenomenon is attracting more and more attention from media and public.

Why can the street market exist in a contradictory status messy, traffic impacting but full of vitality and natural livelihood?

Why is the street market loved by some on one hand, and is despised by others simultaneously on the other hand?

Whether the government should extinct the street market or let it be?

This paper selects Taiwan Road food market, located in the East Nanjing Road Commercial District in the city center, as an example, focusing on the interests of the game behind the street food market. First, the market's physical space is surveyed, and the interrelationship among the location background and surrounding facilities is sorted out; secondly, the social association inside the market is emphasized and analyzed. Through interviews with the four types of people related to the market from interest aspect--- customers, vegetable vendors, residents and management, the links between these people and the street market is analyzed. Furthermore, their attitude towards the market and its consequence is analyzed as well, to deduct the source reason for why the street market never extinct. Through combing the benefit gaming between these four types of people, the necessity and positive influence of urban irregular space represented by street market is pointed out. Meanwhile, facing the negative urban influence brought by the street market, suggestions are made for the future development of the city street food market.

**KEYWORDS:** Street food market; city center; informal space; stakeholders; dialog

## 293 | MAPPING INFORMALITY: THE CASE OF STREET FOOD IN THEWET, BANGKOK

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**ABSTRACT:** While the importance of street vending and its potentials is increasingly widely acknowledged through development studies, socio-economic studies, architecture, planning, urban design and urban studies, there is considerable disparity on how it should be defined and approached an element in urban study. As the informality of street vending also have negatively driven both socio-economic and environmental problems such as the chaotic growth, out of law, traffic congestion, dirt, pollution, privatization of public space, including of image of poverty. As a result, street vending is recently considered as an unwanted urban element for Bangkok public sector, policy makers, urban designer as well as a part of citizen.

Bangkok is one of many cities trying to solve the chronic problems due to the street vending activities for several decades in order to modernization and beautification the city. Which has used several measures such as formalization through licensing, clearance, allocation to new area, space management, and latest measure was the clearance without correctly public participation process. However, the results in many cases were not successful as expected. Moreover, illegal street vendors are still increase dramatically. The study shows the failure of top down management. Meanwhile, participatory planning has been increasingly adopted in the planning of the development, bringing the discussion to organize street vendors cannot be applied directly. Due to the characteristics of street vendors in Bangkok by trade system that is linked to the informal network of other related benefits. The structure of the stakeholders are consequently complex and difficult to get cooperation as well as to reveal his identity to contribute to discussions.

The goal of this research is to redefine the research framework on street vending aiming to understand how street vending eventually related to urban system. In order to achieve that goal, the empirical study would be conducted in urban network perspectives. Accordingly, the objective of the research is to examine the relationship between informal and formal activities occurring thoroughly the process of illegal vending on street that need time and mobility to operate the trade using supply chain analysis approach as a tool. This study will focus on food street vending that have a cooking process but each of activities were operate not all-in-one place such as kitchen, but in many locations within the city. As a consequence street

vending would not be study only on market place alone, but also the co-related places such as goods resource place, and stock place.

This empirical study focuses on food street vending areas around Thewet Market as the case study. Quantitative data was gathered through the spatial surveys and qualitative data was gathered through interviews with street vendors. The data gathered from fieldwork will be collected in form of cartography presenting the process of street vending in relationship with time and place within urban network. It would reveal the more clearly that street vending activities performs informally but in a systematic trading process in which connected to urban network.

**KEYWORDS:** street food, urban kitchen, informality, network, inclusive

## 612 | CONSULTANCY FIRMS AS INTERMEDIARIES: THEIR PERCEPTIONS ON COMMUNITY INVOLVEMENT IN URBAN DEVELOPMENT

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**ABSTRACT:** The paper will present the outcomes of a case-study of Antea (AGA), which is the biggest consultancy firm in the planning field of the Netherlands. We have conducted several interviews with key actors and used q-sort methodology to find out their perceptions on the trend and meaning of involving local citizens and communities in urban planning projects. The q-method was used to examine the perceptions of the employees of AGA on community involvement in urban development. The in-depth interviews with the employees focused on how the employees navigated between their own experiences and beliefs and the wishes and needs of their clients. Furthermore, we asked which agreements they use to include or exclude community interests and which strategies they use to engage with communities. The study is part of the r-link research project that aims to investigate how communities are (and are not) involved in urban planning projects from various perspectives that range from social learning to the use of contracts and temporary uses for business interests.

The paper is highly relevant as consultancy firms are key players in urban development as they are knowledge depositories, and have knowledge of regulations, real estate development and planning processes. Yet, their approaches to urban development – and in our case, community involvement – have not been subject of specific scientific research. A single-case study helps to explore in depth the understanding that employees of consultancy firms in urban development are neutral actors, acting on behalf of the interests of their clients. Consultancy firms are intermediaries for both public and private parties. Ideas about involving communities in urban development can circulate through employees of consultancy firms from the private sector to the public sector and vice versa.

The responsibility of translating community interests in informal and formal agreements is increasingly outsourced to consultants. Especially because cities struggle with the growing diversity of their citizens. Concepts such as ‘consultocracy’ and ‘shadow government’ suggest that consultancy firms have become a new bureaucracy (Hodge & Bowman, 2006; Saint-Martin, 1998). Although literature study shows that clients still have much influence on how citizen participation processes are shaped, we also found out that consultancy firms are important arenas in creating citizen participation processes in urban development. This can be problematic because the increased use of consultants can lead to inconsistent and ad-hoc policies, especially concerning the participation of citizens (Grijzen, 2010).

**KEYWORDS:** communities, citizen participation, consultancy firm, negotiation process, governance networks

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## 1087 | THE CHALLENGES OF URBAN DESIGN AND THE DEVELOPMENT OF EUROPEAN MULTICULTURAL CITY BETWEEN EAST AND WEST - IN THE CASE OF SARAJEVO

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**ABSTRACT:** The multicultural image of Sarajevo today is a combination of design principles of the East and modern western principles of the city planning. The city, which has a spatial design has been developed at the junction of East and West, it was formed over four hundred years of development, based on the oriental principles, which is due to the political situation in Europe and transformation in the forty years period from oriental into a modern European city. It is a direct or indirect influence of the large centers of Istanbul and Vienna on the design of urban structure and image of the city of Sarajevo.

The development of the Oriental City is based on the spiritual principles of the Islamic East with a distinctive role of the institution of waqf which left a deep mark in the urban structure and image of the city. The deciding factor for the development of the city had also connected nature and the city in the metaphysical as well as physical form. During the period of the Austro-Hungarian Empire the development of the city was being decisively influenced by a building legislation applicable to the entire area of the Empire, and the implementation of the system of urban planning.

Two diametrically opposed ways of creating urban structure and image of the city in the past, is an example of a city shows mixed of different civilizations. All of these heterogeneous influences are clearly reflected in its articulated oriental and Western European image, which today contributes to a rich cultural heritage of Europe. This article shows how to co-create more stratification of urban structure and image of the city based on different principles such as principles of city design, effects of different stakeholders such as builders, architects, migration of population, political, economic, cultural and other factors. It provides the key differences in the cities design which today contributes to a rich multicultural image and visibility irrespective of the increasing globalization pressures.

**KEYWORDS:** urban design, multicultural city, oriental city, austro-hungarian city, East, West

## 1270 | RECONCILING GOALS OF SOCIAL AND PHYSICAL SUSTAINABILITY: AN EXAMINATION OF SPATIAL DIMENSION OF SOCIAL INTEGRATION IN TRONDHEIM, NORWAY

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**ABSTRACT:** The paper presents preliminary findings from the first phase of a research project that is aimed at investigating the policy for decentralised local centers (commercial and transport hubs) in the city of Trondheim and an expressed goal of creating inclusive spaces at sub city level, while achieving a reduction in transport related greenhouse gas emissions. We use the case of social integration of refugees in the city of Trondheim to examine the potential of the planned local centers in achieving the expressed goal of creating a sustainable and inclusive city. We situate ourselves in the debate on social integration in the spatial domain viz. social mix versus segregation (Cole and Goodchild, 2001, Fincher et al, 2014 etc.) and the value of creating spaces of encounters (Fincher et al. 2014, Gressgård and Jensen 2015) to study the patterns of interaction among refugee groups in the city and their use of space in the local neighborhoods/ centers for such interactions. We relate these preliminary findings to the plans and policies of the Trondheim Municipality - both spatial and social welfare policies, to contribute to the debates on the role of spatial planning to promote social integration in increasingly diverse medium size cities in Europe.

Municipal policy on integration of refugees in Trondheim is limited to the formal and structural aspects of society, while leaving the relational, interactional and cultural aspects to unplanned arenas and self-initiative by the refugees. There have been some efforts to represent the cultural diversity of the city through food and cultural festivals, with limited outcomes. As is illustrated by our preliminary investigations, most informants experience a sense of alienation and isolation, and interactions are limited to people of

similar cultural backgrounds and other refugees, mainly in central locations. One of the main findings discussed in the paper is that refugees experience a sense of isolation in the neighborhoods they are housed in by the Municipality, raising questions to the efficacy of the policies of social mixing followed in Trondheim. We also find that spaces of social encounters in the local area have only limited potential to facilitate long lasting contact between the refugees and the host population, unless more targeted efforts for social network building is undertaken. The window of opportunity of the first five years of the 'Introduction program' of the Municipality are critical owing to the close contact refugees have to State authorities. Disregarding the importance of the living environment and social links and bonds in the local community, is a shortcoming in the integration efforts of the Municipality, one which can be easily addressed.

In conclusion, the paper raises questions for scholarship on the spatial dimensions of social integration, some of which will be investigated further in the current project.

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**SLOT T08.S05 | ROOM V1.14 | JOÃO MOURATO | ICS-ULISBOA**

## **584 | REVEALING LOCAL ECONOMIES IN SUBURBAN LONDON: DEVELOPING EFFECTIVE METHODOLOGIES TO SUPPORT PLANNING POLICY**

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**ABSTRACT:** Diverse local economies across London are being undermined, displaced and lost in the process of redevelopment for housing. The scarcity of land as a resource in London is often used in regional (London) policy as justification. The severity of the UK housing crisis is being experienced with the greatest force in London, one of the main aspects of which is exceedingly high prices for land where there are prospects of building housing for the market. These high land prices are now extinguishing other uses of urban space, notably the activity (outputs, jobs, services) making up a large part of London's complex economy. Public policy has picked up on one aspect of this —losses of 'Strategic Industrial Land' are running at three times the planned level— but national and London planning policy are threatening to extend the attrition of workspace through London's suburban high streets and town centres where about half of London's jobs are. While the finance and business services taking place in prime central London buildings is favoured, the rest of the economy, including innovative and high-productivity manufacturing, most SMEs, the production and distribution firms which support London's corporate sectors, its ethnic sub-economies, its building stock and public services have to compete for a shrinking stock of space. The issue has come to the fore partly through the Just Space Economy and Planning Group in which UCL has collaborated closely with community and business organisations.

Much of the local economy in suburban London is 'under the radar' and lacks visibility. There is an urgent need for robust and practical techniques which can be used to make good the yawning gap in understanding of what the economy is and how it works in the day-to-day process of making land-use-change decisions at borough and GLA levels. Important work has already been undertaken in a variety of locations across London (by the Greater London Authority, academics, university students and some practitioners) but in many cases does not fully represent the complexities of these local economies, how they work, their embeddedness in their locations, and importantly what the impact will be if they are displaced or extinguished. The aim of this paper is threefold: (1) to briefly review existing methodologies/survey techniques used to audit and understand the nature of economies in industrial areas and suburban high streets; (2) to report on the outcomes of pilot studies being undertaken by students at two London institutions where built environment subjects are taught (UCL and CASS Cities); and (3) to make recommendations for a practical methodology that can be used and adapted by (a) communities, (b) developers/architects and (c) local authorities or development corporations; and integrated into policy as a prerequisite for new policy designations (such as opportunity areas) or as a requirement of the developer upon receipt of redevelopment proposals.

## **908 | HOUSING SUBMARKETS AND THE DISTRIBUTION OF ADEQUATE HOUSING IN AMSTERDAM**

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**ABSTRACT:** The provision of an adequate supply of affordable and suitable housing is considered to be a major challenge faced by growing cities, especially in combination with other planning goals like that of the compact city (Whitehead 2006). When it comes to securing the provision of adequate and affordable housing, focus is primarily geared towards households with the lowest incomes and their access to subsidized housing. The function of social housing differs among contexts from a broad sector providing affordable housing to broad sections of the population, to forming a crucial 'safety net' or merely an 'ambulance service' for a smaller group in acute (and sometimes temporary) need (Fitzpatrick and Pawson 2013). Access to social housing is limited and many depend on opportunities on other submarkets. Even in a city like Amsterdam, with about 46 percent of the total housing stock labelled as social housing, not all in

need are served. There are long waiting lists and a maximum income limit introduced in 2011 determines eligibility. Elsinga and Lind (2013) argue the middle class are the great losers of the reformulated social housing target group. These households do no longer qualify for social housing, while they also have very limited options on the private rental and owner-occupied sectors (Jonkman and Janssen-Jansen 2015). Recent increases in demand and further house price inflation is expected to have led to an increase of this gap and a greater part of the city becoming inaccessible for a greater share of households.

The aim of this paper is to scrutinize the extent to which different submarkets provide adequate housing to different parts of the population, how these submarkets are connected, and how this develops over space and time. By not limiting our view to the social rented sector, match and mismatch within the different submarkets and the gaps between submarkets can be researched. Different micro-level databases, over the 2004–2014 period, including household (e.g. income, household composition) and housing variables (e.g. rent, size), are used to be able to map the socio-spatial distribution of social, private rental and owner-occupied housing down to the neighborhood level.

**LITERATURE:** Elsinga, M., & Lind, H. (2013). The Effect of EU-Legislation on Rental Systems in Sweden and the Netherlands. *Housing Studies*, 28(7), 960–970; Fitzpatrick, S., & Pawson, H. (2013). Ending Security of Tenure for Social Renters: Transitioning to Ambulance Service Social Housing? *Housing Studies*. Taylor & Francis; Jonkman, A., & Janssen-Jansen, L. (2015). The squeezed middle on the Dutch housing market: how and where is it to be found? *Journal of Housing and the Built Environment*, 30(3), 509–528; Whitehead, C. M. E. (2006). Planning Policies and Affordable Housing: England as a Successful Case Study? *Housing Studies*, 22(1), 25–44.

## 1128 | HYDRIC CRISIS, WATER MANAGEMENT AND SOCIO-SPATIAL INJUSTICE: CHALLENGES TO BE FACED FROM THE CASE OF THE EAST METROPOLITAN RIO DE JANEIRO

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**ABSTRACT:** Environmental problems are observed throughout Brazil, and beyond technical and managerial questions, water-related issues are not simply a result of flaws in the implementation of legislation or technical inadequacy, but represent the expression of disputes between political and economic forces. Such problems are the motto for the explosion of conflicts whose central issue has to do with the uneven use of available resources.

In the cities of the modern world, where tendentiously natural resources such as water, are regulated, appropriate and distributed following the market relations, there is the transformation of goods of public use in an exchange value. In this respect, water allocation, use and conservation are core elements of 'urban problems', which became plainly globalized from the 70s, because this service that was considered a right in the state of Social Welfare has been transformed into merchandise to be acquired on the open market.

The intense process of urbanization mainly experienced in the twentieth century ended up significantly affecting water bodies in cities around the world, however its consequences are not distributed equally to the population, as occurred in the metropolitan area of Rio de Janeiro. This was because, the poorer and more disorganized people, when pushed to areas with little or no urban infrastructure, have suffered more than those living in urban areas and away from the negative consequences of contemporary urbanization.

In this article, the purpose is to analyze the problems related to water management in the Eastern Region of Metropolitan Rio de Janeiro. It is intended to reflect on the water flow in this region and the power relations involved in this field. The relevance of this theme is because the municipalities of Niterói, São Gonçalo, Itaboraí and Marica do not have watersheds within limits able to meet their water demands, depending mainly on the water sources in the municipality of Cachoeiras de Macacu.

These municipalities are fueled by Imunana-Laranjal system, which is responsible for the supply of about 2 million people. However, the water requirement of the system is higher than its offer, currently representing approximately 340,000 people without care. For this reason, water management in these municipalities has always been one disputed field of regional character. In this context, there are strong inequalities of political and economic power between water users and between the municipalities that make part of this territory. Besides, in this context of precariousness, social and environmental inequality and lack of regional management it is installed in Itaboraí County in the East Fluminense a major project of

“development”, the Petrochemical Complex of Rio de Janeiro (Comperj), which placed the region at the center of attention since the time of its launch in 2006. This whole situation brought strong reflections on the demands, the uses and the direction of flow of water in the region.

In 2016, Rio de Janeiro State Government started the elaboration of the Strategic Plan for Urban Development of the Metropolitan Region, which has the assignment to define public policies that guarantee the sustainable development of the region. However, to change this context of major socio-spatial injustices and great disconnection between the producing agents and territory managers (municipalities) it is necessary that this planning prioritize social groups rather than economic ones.

## SLOT T10.S07 | ROOM V1.16 | YOAN MIOT | UNIVERSITÉ PARIS-EST MARNE-LA-VALLÉE - ECOLE D'URBANISME DE PARIS

### 450 | TOURISM IMPACTS ON THE URBAN REHABILITATION PROCESS: THE CASE STUDY OF BAIXA POMBALINA, LISBON

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**ABSTRACT:** The relationship between tourism growth and urban regeneration has led to the development of research focused on the assessment of the impacts of tourism on urban regeneration, namely from the economic and social points of view. Research on the physical consequences that tourism growth has on existing buildings is exiguous. Thus, the main goal of this paper is the evaluation of the tourism impact on the rehabilitation and use of buildings in historic centres.

The chosen case study was Baixa Pombalina, 26 ha of an homogeneous urban fabric right in the centre of Lisbon, rebuilt following the reconstruction plan made as consequence of the earthquake of 1755. The area allowed a rational delimitation following the 1758 plan limits. The historical urban and architectural importance of the area and the sudden impact of tourism growth, led to a lively discussion on this issue. In order to achieve the main goal, Baixa Pombalina was analysed under a set of variables that were considered relevant: the number of rehabilitation interventions directly or indirectly related with the tourism growth, such as the supply of tourist accommodation, cultural facilities, street retail and housing stock; the assessment of building intervention level was made and the functional changes were quantified; the amounts invested in the different usage during the considered period of time was estimated; and also, in order to check the real impact of tourism, population changes were analysed. The present work contributed to prove the considerable impacts that tourism growth has on the historical centre neighbourhoods. The main conclusion is that tourism not only promotes investment in the rehabilitation of historic sites, but is also responsible for its reorganization, which is evidenced by the amount of functional changes promoted by the sector in the Baixa Pombalina buildings. Regarding the evaluation of these changes, it is important to keep in mind that Baixa Pombalina was in a physical and functional decline since the 1960s, with the movement of the Central Business District to the north of Lisbon and with the population decrease in the area. Baixa Pombalina has never been an attractive place for housing; in this context tourism rises as an opportunity that shouldn't be disregarded in order to promote its occupation and consequent revitalization. However, a proper planning and management of this whole process is necessary in an integrated way, in order to control the excessive tourist occupation that may even harm the sector itself and mobilize the necessary means to attract the resident population.

The results of the present study indicate that there is still a large margin of occupation of Baixa Pombalina, and this should be promoted in order to obtain a better balance among residents, tourists and services regarding the accomplishment of the neighbourhood sustainable development.

**KEYWORDS:** Building rehabilitation, urban tourism, heritage tourism, urban regeneration

### 583 | URBAN REHABILITATION AND SUSTAINABLE MOBILITY OPTIONS FOR RESIDENTS - AN EXAMPLE FROM SOCIAL HOUSING IN VIENNA

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**ABSTRACT:** Vienna municipal housing has a long tradition since the 1920ies and is often considered best practice for social housing. Presently about 220.000 rented apartments are administrated by the municipality-owned company Wiener Wohnen (Vienna Housing). About 40 residential complexes are being

rehabilitated per year, focussing mostly on energy-saving measures. Municipal housing in Vienna is an important factor for urban development, quality of life and building trade.

However, there is still a high unused potential in common municipal housing rehabilitation practice. A recent co-operative research project[1], aiming at the initialisation of a smart modernisation process, dealt with a wide range of themes: How to integrate the residents in planning procedures? How to consider new accommodation needs due to demographic and societal changes? How to make use of new technologies? How to improve the residents' mobility options, the traffic situation and the quality of the urban environment?

Although mobility and traffic are important topics for the concept of smart and sustainable cities, until now they have scarcely been considered in social housing rehabilitation projects in Vienna. During such projects people living in social housing complexes could be supported with various measures to improve their daily mobility. If social housing residents can improve their individual choices, e. g. by using means of transport without owning them, if they can move in a cost-effective, environmentally sound and pleasant manner, they will probably also be more satisfied with their residential situation.

In the above-mentioned research project1) several options for action that might be implemented in accordance with a social housing rehabilitation project were highlighted by the example of a housing site in Vienna. The perimeter block at the fringe of the densely built urban area was built in the 1950ies / 1960ies and has 150 apartments. The definition of the following options of actions was based on a thorough analysis of the exemplary site and its surroundings and on interviews with residents.

Construction of sufficient convenient bicycle parking facilities, e-bike for rent Access to carsharing and mobility information for residents Redesign of the inner court and other open spaces of the housing complex Enhancement of the quarter's pedestrian network, safe crossing of the adjacent highly frequented main road Redesign of adjacent streets in favour of walking and cycling, relocation of parking lots into collective garages.

The residents' participation and mobilisation for self-organisation from the beginning would be necessary for the implementation of measures. Therefore, the big and rather inflexible municipal housing organisation would need to change their approved procedures. Furthermore, for really improving the residents' mobility situation a combination of measures, both within the housing complex as well as in the surroundings will be adequate. This approach would require focussed cooperation between the housing organisation and municipal departments responsible for traffic and urban space, as well as private companies and organisations. Suitable cooperation mechanisms presently are lacking and should be established.

**REFERENCE:** [1] Smart City im Gemeindebau, FFG project number 850024, funded by Klima- und Energiefonds, co-financed by the Municipality of Vienna. See <http://www.smartcities.at/stadtprojekte/smart-cities/smart-city-im-gemeindebau/>

## 685 | INFORMAL URBANISM IN SHANGHAI HISTORIC BLOCKS: A PERSPECTIVE ON LONGMEN VILLAGE

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**ABSTRACT:** Informal Urbanism is a worldwide phenomenon arose with complexity and contradictions, which is universally recognized as an uncontrollable high-density urbanization driven by spontaneous construction like slums and urban villages without the protection of laws and the limitation of regulations. China has experienced rapidly urbanized process in the past thirty years, but the large-scale industrial development is appealing to quantities of population to migrate to costal regions, resulting in the wide occurrence of informal settlements in metropolises represented by Shanghai. On account of its complicated history, there has emerged lots of informal settlements in Shanghai historic blocks of which Longmen village with hundred-year-old history is one of the typical representative in the core urban areas of Shanghai Old City. Based on the research of historic background and development path, this paper analyzes the current social problems such as the variation of different residents, the disqualification of housing conditions, the lack of social infrastructure and the disorder of housing properties, and proposes specifically measures including transforming the architecture functions, raising the residents' recognition of cultural identity and updating the current system of housing property to solve the problems caused by informality in the area. Furthermore, by evaluating living environment on the physical and mental level in historic blocks with informality, this paper anticipates to explore a sustainable path coalescing the legal framework of formality and ongoing dynamic of informality.

## 1027 | THE DEVELOPMENT AND IMPACT OF CULTURAL URBAN REGENERATION IN BEIJING-WITH CULTURE QUARTER, 798 ART DISTRICT AS EXAMPLE

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**ABSTRACT:** Since creative industry, creative class and cultural urban regeneration rose in 1990s, the cultural urban regeneration is the catalyst of urban revitalization in most western cities such as Paris, Barcelona, Manchester and New York. The outcomes of cultural urban regeneration in improving deteriorated area, stimulating economic value and employment and fulfilling social cultural life are notable. Meanwhile, the controversy about homogeneity, over-commercialization, gentrification and short-term effects are also provoked.

Experiencing the evolution of economic market and planning system, the urban planning receives attentions in China. Facing the parallel issues of urbanization and urban decay, highly urbanized cities in China urgently need a method to break out of this dilemma. Under the particular socialistic political system, culture as a keyword has been written in national political and planning policies. Beijing, the capital of China gathering abundant political and cultural resources, is seen as the cultural center of China. Therefore, cultural urban regeneration in Beijing is a typical one shown in Chinese style.

This research is aimed to explore the development and impacts of cultural urban regeneration in macro and micro levels (Beijing and 798 Art District). After understanding the concepts of cultural urban regeneration and cultural quarter and analyzing the potential impacts, the research is achieved through four methods: case study, documentary analysis, interviewing and visual methodology. In macro level, the development of cultural urban regeneration is summarized by the review of municipal planning policies and related historic records. The results of impacts are measured through analyzing Beijing Statistical Yearbooks, field study and three interviews. Similarly, these methods are also used in the case of 798 Art District; only three more interviews are conducted. Based on the research, the development process and impacts are similar with western countries, but the role of government is emphasized in Beijing in the management and supervision to adjust impacts and further developments. Although diverse practical information is collected, the research is still limited because of the inaccessibility of vital data, which suggests the governments share more information to the public, contributing to the further studies and cultural urban regeneration development in Beijing.

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## 1203 | URBAN REVITALISATION AND THE ROLE OF URBAN PROJECTS IN CITIES MARKED BY THE HERITAGE OF VOLUNTARISTIC PLANNING: THE CASE OF GRENOBLE AND PÉCS

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**ABSTRACT:** While urban public space is traditionally associated with the notion of equality, radical openness, diverse opportunities of confrontation with alterity, its role of facilitating anonymous social interactions between individuals of diverse religious, ethnic, socioeconomic backgrounds and is the emblematic embodiment of the emancipatory aspect of urban life, it has come to occupy an ever diminishing part of neoliberal urban space. This is partially due to the privatisation of urban space characterized by segmentation and fragmentation, and to a larger extent the growing hegemony of



economism over the political. In France, critical strands of urban sociology lamented the disappearance of the public sphere with the depreciation of the commons, and evoked the annihilation of the city by urbanisation (architecture). The decades post-World War II were marked by functionalist and rational planning leading to the construction of massive housing estates subjected to rapid deterioration and devaluation and which often became conflictual sites revealing escalating social tensions. The construction of these homogeneous complexes of poor quality defied the basic principles of present day urbanism with its emphasis on social mixity, quality of life, functional diversity, and most of the time, they entailed the demolition of the existing urban environment (preferring the principle of tabula rasa). From the seventies, their building was gradually abandoned and replaced by the general movement of the „return to the city marked by the establishment of ZACs in France. The presentation focuses on the rehabilitation and reintegration of downgraded and segregated housing estates to the urban fabric with their origins in the Fordist era (Villeneuve in Grenoble) and in the Eastern European context the Socialist Era (Pécs- Uranium City) in order to investigate how the modern elements of urbanisation may be inserted into the historical development of two mid-sized cities founded in the Roman epoch. The revitalisation of urban centres and the new urban projects following the cultural turn of postmodernism may create new forms of sociability and civic participation.

## 1257 | THE PROVISION OF AFFORDABLE HOUSING IN TORONTO: NEW APPROACHES

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**ABSTRACT:** The prices in the Toronto housing market in Toronto have been increasing at a dramatic rate over the past 15 of years. This has led to significant affordability problems in all sectors, ownership and rental, as well subsidized/social housing. The average price of a resale home in Toronto in December 2016 was \$720,400 with the average price for single family detaches units reaching \$1,038,400, and condos \$396,700. The average rent at the end of the year for a condo was \$1,986. With most of the new rental supply being condo apartments, and a projected reduction of new condo projects, the reduced supply suggests upward pressure on both prices and rents. More than 80,000 households are on the waitlist for government affordable housing. Very little purpose built market rental housing has been built over the past 25 years. Investor owned condos have been used to fulfill much of the rental demand.

The Demographia affordable rankings lists Toronto as the 29th least affordable market in major world cities. Its data indicated that median house price is 7.7 times the median annual household income. These facts are intended to provide a general indication of the affordability crunch which is reflected in all sectors: the ownership market, the rental market and the provision of social housing.

There is a significant affordability crunch which is reflected in the ownership market, the rental market and the provision of social housing.

Part of the current problem is the result of the lack of funding from the Federal and Provincial governments. In 1992 the Federal government withdrew funding for social housing after evaluating the program that subsidized co-op and nonprofit housing. The Province of Ontario downloaded the cost of providing social housing to municipalities in 1998. Since that time, the financial responsibility for providing affordable/social housing has been the responsibility of municipalities

The purpose of the paper will be to first provide a description of the programs that are currently available in the City to Toronto to help provide affordable housing. This includes the use of density bonuses, some funding for rebuilding social housing (Toronto Community Housing Corporation), and third sector housing provision. After describing those programs, the new initiatives will be discussed in terms of their application and potential effectiveness in meeting the affordability need, and how these programs may mesh with the existing programs. The new programs include the City's new Open Door program, and the Provincially approved legislation that permits municipalities to impose inclusionary zoning. These programs will be discussed in the context of their ability to delivery affordable housing under current market conditions in Toronto.

**SLOT T11.S06 | ROOM V1.23 | TIJANA DABOVIC |  
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**742 | CONNECTING FOOD WITH PLANNING PROFESSION: A  
REVIEW PAPER ON THE DEVELOPMENT AND EVOLUTION OF  
URBAN FOOD PLANNING, EDUCATION AND RESEARCH.**

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**ABSTRACT:** The food system has been noticed by planning profession since the World Health Organization launched the Healthy Cities movement in the 1980s. As the result, countries gradually started to focus on the health, agricultural and urban food security issue and make efforts to create healthier and more liveable cities ever since. Food system has been regarded as production and consumption of food in general and could be divided into the policy and planning dimensions. Food policies are about agriculture, economic development, logistics and education can cooperate with each other in policy actions or how non-governmental organisations, farmers and other different stakeholders can work with the government. The spatial planning of urban food is related to how we can improve the access for people to get the healthy food and how to implement the sustainable urban food planning. In addition, urban design concerning the application of productive landscape and other tools are also parts of spatial interventions to urban agriculture and food city.

Although food planning has gradually been discussed in recent years, there has been a lack of systematic review about this planning trend. In this paper, we reviewed the literature related to the subject of urban food planning since 1980. Through analysing articles in planning related journals, we created the literature maps and descriptive statistics that document the current development of food planning literature and organise them by the definition, themes, history, typology, evolution and future direction of food in connection with the planning research, practice and education. We wish to contribute to this emerging planning and design paradigm that concerning about food, public health, sustainability and the new rural-urban relationship.

**933 | URBAN CULTIVATION AND THE LIVEABLE CITY.**

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**ABSTRACT:** The topic for my paper is: how can we understand urban cultivation projects as part of developing sustainable and livable cities?

In recent years there has been an increasing focus on different kinds of urban gardens as part of developing more livable cities. Different kinds of allotments may play an important role in urban design. The reason for this is that they can be seen as a compensation for the lack of green space – and private gardens – in cities. This will especially be the case in dense urban areas.

By taking small look at some community plans in Norwegian municipalities we see that cities like Oslo, Trondheim and Stavanger mentions that urban farming is something they want to try, as part of the municipalities' work towards more sustainable cities. A further sign of the renewed interest in food and urban/peri-urban agriculture is found in the creation of urban gardens and community supported agriculture (CSA). In 2010, only two farms were organised as a CSA in Norway, but during 2016 it been established about 50 CSA farms around the country. There has also been an increase in the establishment of urban gardens in larger cities like Oslo, Trondheim and Tromsø, but also smaller cities like Bodø and Haugesund.

Urban agriculture, urban gardens and allotments are some of the terms used to describe food cultivation in urban areas. Martin, Clift and Christie (2016) argues for calling these initiatives for cultivation, rather than agriculture or food production. The reason being that these kinds of initiatives combines several activities including some sort of food production. Some are communal gardens where the social aspect is in focus, various food networks who are concerned with food and knowledge, CSAs, allotment gardens, and beekeepers.

In what way urban cultivation might contribute to more sustainable and livable cities is a topic that has been the subject of much attention. Especially, there is some controversy about whether such projects have the potential to feed the cities, and how they can function as social meeting places, and boost public health. There are several papers that examine the links between participation in cultivating projects, and how this might be connected to new and more environmentally friendly practices.

There are only a few studies in Norway that has explored urban cultivation and how such communities may contribute to different understandings of food and consumption practices, and sustainable everyday lives in the city. In my PhD project I will try to explore these themes. Through empirical studies with participants in community gardens and CSAs I will explore how we might understand cultivation projects in a Norwegian context. Furthermore, I will look at how these communities may function as spaces where people try to manage their responsibility for themselves and the environment around them.

**LITERATURE:** Leivestad, P. (2014). 4. Mulighetsområder i det urbane landbruket. In: Urbant landbruk – Bærekraftig, synlig og verdstatt. Fylkesmannen i Oslo og Akershus. Rapport nr: 1/2014; Martin, G., Clift, R. & Christie, I. (2016) Urban Cultivation and Its Contributions to Sustainability: Nibbles of Food but Oodles of Social Capital. Sustainability, 8, 409.

## 1095 | ANALYSIS OF THE AIR FLOW PERFORMANCE IN WARSAW IN YEARS 2002-2016

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**ABSTRACT:** Maintaining proper air quality is a challenge for Warsaw, as well as other large cities. Characteristic for this area heavy traffic, high rise and high density building have significant impact on air pollution. Moreover, high terrain roughness which characterizes urban areas leads to specific aerodynamic properties resulting in phenomenon such as: specific dispersion of pollution, smog formation or urban heat island creation.

Due to barriers such as buildings and trees, airflow in the urban canopy layer is markedly more blocked in comparison with airflow outside city's boundaries. The main air exchange barriers can be identified based on analysis of terrain roughness and the air flow performance using Geographic Information Systems.

The aim of the project was to analyse changes in the morphology of Warsaw in period 2002 – 2016 and related changes in its aerodynamic properties. Methodology of the survey was based on methodology proposed by M. S. Wong in 2010. Terrain roughness was analysed on the basis of the Frontal Area Index, a parameter for estimating aerodynamic resistance of the urban surface. The air flow performance was calculated using Least Cost Path method. Wong's methodology was extended by implementing surface elevation data to the air flow performance model. Air flow performance was visualized on Digital Surface Model of Warsaw using computational fluid dynamics methods.

The study investigates the results of quantitative analysis of terrain roughness and the air flow changes within the area. Development of the built-up area in Warsaw results in increase of the terrain roughness and deterioration of the air flow performance. Conclusions from the study were confronted with the current low air quality in Warsaw and smog occurrence. Increased built-up area, especially within the Warsaw ventilation wedges, was discussed as one of the possible causes of the smog phenomenon.

## 1170 | HEALTY FOOD IN CITY: TRADITIONAL GROCERY VS CONTEMPORARY MOBILE FOOD VENDING

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**ABSTRACT:** Foundation for health begins in neighborhoods and cities, because health is inextricably tied to where people live, learn, work and play. It is shaped by the stability and safety of housing, the quality of services, the availability of public spaces, and the possibility to buy affordable and culturally diverse foods. The retail landscape is an important component of the overall health picture: in many communities, demand for retail activities is unmet because neighborhoods suffer from a lack of full-service grocery stores. There is growing evidence that easy access to foods is associated with better health outcomes and that increased access is an important component to making cities a better place to live. However, even in cities of developed countries providing access to healthy, affordable and nutritious foods can be challenging.

The closure and substitution of consolidated activities within the city's fabric and the steady penetration of large multinational brands within it, cause the standardization of activities and brand names, losing the variety and liveliness of public space. With particular reference to the way in which public space establish a relationship with the activities that look on to it: occupying the street, with a combination of differently shaped shop windows, the ability to hold back the people passing by, the indoor lighting that shines onto the public space, the different scents, the sounds. The complexity and richness that usually characterizes the quality of this space has gradually transformed. Although there is a strong demand for qualitative local food shops as place of social and cultural identification and interaction.

In North America, to combat this issue, an increasing number of national and local policies are being designed to attract alternative healthy food options to areas with few opportunities. Successful municipal food strategies have been supporting the shift toward local small-scale retail activities, providing transformative changes in food. An effective method that can target multiple areas is the introduction of mobile food vending in the contemporary city pattern.

This paper examines some opportunities to enhance more healthy, livable and equitable cities by shaping the urban landscape and adding layers of activities to the existing city.

## 1190 | 'HEALTHY AND LIVABLE' CITIES IN THE ERA OF CRISIS: THE CASE OF THE GREEK MEDIUM SIZED CITIES

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**ABSTRACT:** The definition of 'healthy cities' is wide enough to concern many cities, since these require the constant amelioration of living conditions and healthiness. According to the definition of WHO, a healthy city is one that continually creates and improves its physical and social environments and expands the community resources that enable people to mutually support each other in performing all the functions of life and developing to their maximum potential. It sufficiently reflects all sub-issues concerning the quality of life in urban societies, both at the collective level and at the level of subjective well being. An extra emphasis has been put by the WHO European Healthy Cities Network on the issues of equity, solidarity, social livability and physical activity of the residents. According to the WHO's definition of 'healthy cities', different cities in different world areas face different issues of livability and healthiness: in the southern European cities gaining more green spaces and more infrastructures for sustainable mobility is the possible focus of the urban policies towards livability. In the case of the Greek cities, the challenges generated by the continuing socio-economic crisis have already been added to the list of the 'permanent' issues concerning livability and healthiness of the urban environment, such as the effort to obtain more public spaces or to constrain the usage of the private car by providing infrastructures for pedestrians and cyclists. The effect of the crisis on the urban living conditions is multidimensional. In an era of transmitting responsibilities to the level of local administration, the crisis was accompanied by a dramatic increase of the social needs in cities and of an even more dramatic cut of the municipalities' revenues. It is hard for the local governments not only to develop new infrastructures towards livability, but even to maintain the

existing ones. At the same time, older environmental issues such as the air pollution (due to the burning of cheap and unsuitable combustibles for heating), are reappearing, while cuttings in the health sector make the accessibility to public hospitals more difficult. It is obvious that the strategic goal for 'improving health for all and reducing health inequalities', as stated in the HEALTH 2020 Project of healthy cities, fades. The paper address the issue of healthy cities in Greece during the era of the crisis, highlighting the social and environmental aspects of urban livability. It focuses on the case of the Greek medium sized cities. After a short overview of the steps taken at the institutional level, the way in which Greek cities address the subject is investigated and the level of livability and healthiness of the Greek Cities is examined, with a special reference to the role of crisis. The methodology includes the formation of a set of basic urban indexes (also depending on the availability of data), which are calculated for the years 2008, 2012 and 2016.

## 1297 | RELATIONSHIPS BETWEEN HEALTH STATUS AND SOCIOECONOMIC AND HEALTH SERVICES INDICATORS DURING THE FINANCIAL CRISIS

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**ABSTRACT:** The literature has highlighted the association between social and economic determinants and physical and mental health. Several studies have stated that the positive correlation between socioeconomic status and health is different between countries and welfare states in Europe. On the other, the current financial crisis might have modified this relationship. Due to all the above, the aims of this research are to analyse the relationships between self-perceived health status and socioeconomic variables in Europe at NUTS 2 level (European regional statistical unit) focusing on the influence of the spatial factor during the financial crisis.

Taking into account the focus on spatial effects, the analysis includes the continental regions and the closest ones, removing from the analysis the remote and far regions in order to assess the geographic influence. Moreover, in order to consider spatial relationships between regions, this research combines simple linear, spatial lag, spatial error and geographically weighted regressions. The analysis has related to the health status with macroeconomic indicators (income of households by inhabitant, GDP per capita in PPS and unemployment rate), social indicators (tertiary education rate and at-risk-of-poverty rate), and health indicators (crude death rate, hospital beds rate, life expectancy and medical doctor rate) during 2008-2014.

Four models for each year have been designed using classical and spatial regression methods. The models show that self-perceived health is explained significantly by unemployment, risk of poverty, tertiary education and medical doctor rates for 2008, 2010 and 2014. In addition, life expectancy, hospital beds and death rates show collinearity worsening the models. Finally, the results support the objective of the research: the regression models improve when the geographical location and distance between analysis units are considered.

Missing data and the lack of other interesting socioeconomic variables at regional level together with the ecological fallacy are the main limitations of this study. The results support the existence of contextual effects among European regions that varies the association between socioeconomic measures and health status throughout the time. The findings also points out the relevance of social context in explaining the differences in individuals' states of health. Thus, the spatial analysis have stated that the macroeconomic indicators do not explain significantly the self-perceived health status in contrast to the social indicators during the financial crisis.

\*This study is subsidised by the Carlos III Health Institute (Ministry of Health of Spain) [project PI15/01986] and co-funded by FEDER funds.



## SLOT T13.S07 | ROOM V1.24 | XAVIER DESJARDINS | UNIVERSITÉ PARIS-SORBONNE

### 133 | MIND THE MINDEMYREN A NEW SPATIAL ANALYSES TOOL FOR LINKING BUILDING DENSIFICATION STRATEGIES TO PUBLIC TRANSPORT AND STREET NETWORK ACCESSIBILITY

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**ABSTRACT:** Bergen city in Norway is undergoing an enormous population growth. People are moving from the villages to the city. Finding suitable space is a challenge due to Bergen's situation in between seven mountains. Moreover, Norway's strong property rights impede the development of integrated plans for densification. At the moment, several privately initiated projects with high building densities are being implemented. However, they are poorly connected to the urban street network, have no active frontages on the ground floor level and therefore tend to be anti-urban.

In this respect, Bergen municipality wanted to identify all the possibilities for densification in the current situation. Therefore, the following issues were evaluated: street network and public transport accessibility, building density, degree of functional diversity, restrictions on (private) properties and current land use plans.

Our approach was to analyse three areas in Bergen (Bergen centre, Danmarks plass and Mindemyren) in the current situation to discover how the urban transformation takes place in a natural way. Firstly, we studied the relationship between street network accessibility (with the Space Syntax method), degrees of FSI and GSI on building density (with the Spacematrix method) and degrees of function mix. Secondly, we wanted to reveal the legal issues that arise from the strong Norwegian property rights. Thirdly, we added the accessibility of public transport lines through the angular step depth in the model. We combined all these issues by using GIS.

It turns out that the degree of street network integration affects the location of commercial activities and the degree of building density and function mix. When the street network accessibility increases on a local and global level, property owners start to submit plans that exploit their properties to the utmost. The same goes for public transport stops with frequently running light rail vehicles. Thus, as follows from the theory of the natural urban transformation process, densification can be steered by improving the street network accessibility on multiple scale levels. The area with the largest potentials for facilitating densification is the Mindemyren area. How and in what way it will take place, depend on the spatial configuration of the local street network and accessibility to public transport stops. Some results from experiments in the Mindemyren area will be demonstrated.

### 250 | THE EFFECTS OF LAND USE PATTERNS ON TOUR COMPLEXITY AND TOTAL DISTANCES TRAVELED BY MODE

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**ABSTRACT:** Trip chaining has been considered as a strategy to reduce the total amount of travel, particularly the total distances traveled. Contrary to other dimensions of travel behavior (e.g. mode choice and vehicle distance traveled) tour type and complexity has not been the object of much attention in the research relating travel behavior and land use patterns / urban environment. Theoretically, more dense and diverse urban areas induce trip chaining as a way to reduce travel distances, but since they could reduce the marginal costs of additional trips that could be included in the chain, the resulting effect might be an increase in the total number of trips. Therefore, more dense and diverse urban areas could actually induce more travel.



This work aims to study the relations between number of tours and its complexity, total distances traveled by mode and land use patterns, both at the residence and at the employment or school areas, using a structural equations model.

The proposed model structure considers the characteristics of the residence and employment/school areas as endogenous to account for spatial self-selection. A series of land use variables are collected and reduced to land use factors both at the residence and employment/school zones of each individual. These factors were built taking into account an important array of land use variables. The different travel behavior variables considered are commuting distance, probability of owning a transit pass, the number of cars and the number of motorcycles in the household, the number of simple tours, the number of complex tours (with at least one additional stop) and the total travel distance by mode (private car or motorcycle, public transport and non-motorized modes).

The dataset used here was collected in a region comprising four municipalities in the north of Portugal (Barcelos, Braga, Guimarães and Vila Nova de Famalicão), with a combined total population of 594 000 inhabitants. These four municipalities are located in a region of Portugal which is historically characterized by the existence of small rural properties. As a consequence, this region is characterized by a spatial pattern of dispersed population in small villages and hamlets, which evolved into a sprawled region. With the exception of Braga, a relevant majority of the population in the other 3 municipalities' doesn't live in the city seat of the municipality but in the rural civil parishes surrounding them. Thus, the present study is able to incorporate in the same modeling framework the behavior of both urban and rural dwellers, as well as to include a wider range of spatial environments. From a travel diary with a sample of 4 500 surveys, collected in 2012, a subsample of 2 300 of workers and students which live and work inside these four municipalities is used here.

The obtained results are discussed both in terms of its accordance with previous findings in the literature as well as its policy implications.

## 257 | INFLUENCE OF URBAN MORPHOLOGY ON THE USE OF BRT TRANSPORT SYSTEM

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**ABSTRACT:** Bus rapid transit ( BRT) is growing in popularity around the world, despite this, there are few studies about the relation of the urban environments and the number of passengers of transport system . This paper analyzes the urban variables of the service area at 200, 400 and 600 meters around of the stops, stations and terminals of the BRT transport system Trole and Ecovia in the city of Quito. This service area is delimited with the support of the Geographic Information System. For statistical analysis of the quantitative data of urban variables as, school density, population, employment in public entities, road density, and the number of users, it is supported by Geographic Information Systems and the IBM SPSS software. Although the results in explaining the number of passengers are heterogeneous since the demand depends on other factors that were not considered in the study, it is possible to indicate that in the majority of the analyzed stops they show the relation between the urban variables and the number of passengers of the stops. This allows estimating the number of passengers and the impact that the urban environment has on the Transportation System.

## 407 | COMMUTING PATTERNS AND CAR DEPENDENCY IN URBAN REGIONS

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**ABSTRACT:** The lack of alternatives for the car in daily commuting seems to be the 'hard core' of a car-dependent lifestyle in urban and suburban areas, not only in relation to the use of cars, but also as a strong determining factor for car ownership. A car dependent lifestyle is troublesome with respect to a broad range of issues including transport equity, public health, traffic safety, environmental sustainability and quality of public space. There appear to be different degrees of car dependency for daily commuting,

and spatial conditions are often considered an important determinant of them. However, little research has been made to map how different spatial conditions affect the extent and distribution of car dependency for daily commuting. This paper aims at addressing this knowledge gap.

We have mapped out the potential alternatives to the car for commuting in urban environments in the Netherlands, with emphasis on the bicycle and e-bicycle for shorter distances and combined bike-train for medium distances. In 2014, in the three big cities and some medium-sized cities, 60-80% of the commuters have jobs within an acceptable cycling distance, together 30% of the Dutch population. Furthermore, in all the cities and most of the suburban areas in the Netherlands - which together account for 61% of the population - 60-80% of the commuters has a job within e-bicycle distance. Looking at trends over time, thereby taking into account the ongoing upscaling of urban networks, it appears that in the large cities there is a stabilization of the share of jobs within cycling and e-cycling distance, in the medium-sized cities generally a decrease, while the suburban areas show a mixed picture depending on their location. Overall, if we consider only the (e-) bike as an alternative to the car (without use of public transport), at present only 10-20% from the urban and suburban population of the Netherlands have no reasonable alternative for the daily use and ownership of a car. We selected the South Limburg region as a representative case to examine the added value of the bike-train combination. At present approximately 5% of employees living in urban and suburban areas with jobs outside e-bike distance will still have, due to the bike-train combination, a competitive alternative to the car. If we would manage to increase this share to about 10%, for example by introducing BRT along highways, this would result in 70-90% of the employees in urban and suburban areas of South Limburg having a reasonable alternative for the car in their daily commute, in terms of distance and travel time.

Remarkable is the observation of the very large gap between the already existing potential (having an alternative for the car for commuting) and realization (to effectively use this option). Most strikingly, if the potential of the bicycle and the e-bicycle would translate into actual commuting behavior, it would lead to a doubling of their share. Bicycle and e-bicycle could become the dominant forms of commuting in urban and suburban areas in the Netherlands.

## 585 | CAR SHARING AND SOCIO-SPATIAL INJUSTICE

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**ABSTRACT:** Car sharing is often celebrated as a new opportunity for more sustainable mobility systems, as it facilitates the hoped right mix in the use of different transport modes. It gives consumers a cheaper alternative to owning a personal vehicle that is driven less than 10,000 kilometres per year. When is free-floating, car sharing offers the possibility to use a car only on those links of the trip chain for which this mode is more convenient or essential, and to rely on other – more environmental friendly – travel options (such as walking, cycling, public transport) as much as possible. Because of the lower private vehicle ownership, car sharing also contributes to reduce parking infrastructure need. Moreover, it allows low-income households, that cannot afford to own motorized vehicles, to drive occasionally.

Because of these economic, environmental and social benefits, car sharing is frequently stated as a key factor in the strategies toward the so-called smart city and resilient city: it is promoted as an efficient and cost effective system, that allows to reduce dependence on private cars without the necessity to improve public transport. In an austerity period, it sounds tempting to public administrations (whose reduced financial resources make it difficult to enhance bus and train services), as it delegates to individual citizens the task to adopt more sustainable mobility behaviours. From a social point of view, poor attention has been so far focused in scientific literature to the risk that car sharing could turn out to be a factor of spatial iniquity, increasing – rather than reducing – disparities in the accessibility levels of different urban areas. Sharing economy is an umbrella term with a range of meanings. Originally it referred to peer-to-peer sharing of goods or services, but nowadays it is spreadings even to business to consumer (B2C) transactions, with more attention to the profit side. Car sharing, in urban area, is generally promoted and managed by private companies, which are mainly aimed at maximizing their profit, rather than assuring equity and homogeneity in the spatial coverage of the service. As a consequence, companies can tend to spatially develop car sharing services giving priority to the richest urban areas (such as CBDs or office zones), where the potential basin of users is more important, and delaying (or avoiding at all) to cover the poorest areas.

The paper aims to present the risk of socio-spatial injustice in car sharing practices. Starting from the analysis of the evolving trends of the sector, and the private companies policies of development in different urban areas in Europe, the paper will focus on the Italian context where in several cities there is a reduction of the 'home area' services in relation to underuse or vandalism, especially in the neighbourhood. In detail,

the level of these car sharing services will be quantified at the spatial scale of census zones; then the existence of potential negative correlations between these levels and a few social poverty indicators will be verified for each zone. In this way, the paper will examine if car sharing can turn out to penalize the poorest areas of the city, reducing – though only in relative terms – their accessibility levels, and therefore the opportunity of social interactions for their inhabitants.

## 1149 | IMPACTS OF RESIDENTIAL LOCATION ON TRAVEL ACROSS TRAVEL PURPOSES AND METROPOLITAN CONTEXTS: COMMUTING AND NON-WORK TRAVEL IN TWO METROPOLITAN AREAS

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**ABSTRACT:** Several studies have investigated how residential location influences travel behavior, but few studies have investigated how and why the location within the metropolitan urban structure and local-area densities influence travel for different purposes and in monocentric versus polycentric urban regions. This paper presents results from a study of commuting and non-work intra-metropolitan travel in the Norwegian metropolitan areas of Oslo and Stavanger, drawing on a combination of a tailor-made questionnaire survey and in-depth qualitative interviews. In both metropolitan areas and for commuting as well as non-work trips, inner-city dwellers make a higher proportion of trips by non-motorized modes, a lower share by car, and travel shorter distances for non-work purposes than their suburban counterparts do. In the monocentric Oslo metropolitan area, commuting distances also tend to increase substantially the further away from the city center the workers live. In the polycentric Stavanger metropolitan area, commuting distances are first and foremost influenced by the location of the dwelling relative to the suburban employment center Forus, and only secondarily by its distance to the city center of Stavanger. Moreover, whereas commuting distances as well as travel modes for both commuting and non-work travel depend mostly on the distance from the dwelling to the main or second-order centers of the urban region, local built environment characteristics play a greater role for trip distances to non-work destinations, in particular in the Oslo region. These differences between commuting and non-work travel reflect the specialization of jobs and job qualifications as well as that employment requires a double requirement to be met: that the job seeker finds the job attractive at the same time as the employer must find the applicant attractive. Many non-work activities are less specialized than jobs and their facilities more decentralized, and distances from home to such facilities therefore tend to depend more on how far the dwelling is located from local centers and how densely populated the neighborhood is. Travel distances, modes and trip purposes (commuting and trips to intra-metropolitan non-work activities) seen together, inner-city respondents in Oslo travel less than one fifth of the number of vehicle km by car as their outer-suburban residents do, and in Stavanger less than a half.

## SLOT T14.S03 | ROOM V1.26 | PAULO MORGADO | IGOT- ULISBOA

### 185 | THE EVOLUTION OF NICHES? UNCOVERING THE UNTOLD POLITICS OF URBAN EXPERIMENTATION.

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**ABSTRACT:** Experimentation is today central in the discourse and practice of the Smart City, and the promotion of innovative socio-technical practices in the provision of urban services has become a dominant strategy in urban policy making. Experimentation aims at breaking away from existing, obdurate structures and try out innovative solutions to pressing urban problems. Both public government and new companies in the fields of sustainability, energy, transportation and public services tend to consider experimental practices as the seedbeds of future institutional and social change. However, amidst this enthusiasm we know little about the way experiments are promoted, sustained, selected or, eventually, suppressed. Innovations are, after all, and almost by definition, considered 'good', but the very definition of 'good' or 'bad' is hardly criticized in practice. This paper focuses on this important problem of the 'politics' of experimentation, which tend to be overlooked in current research. We problematize the political nature of the relationship between consolidated institutional structures and emergent experiments in cities, conceptualizing different types of politics that occur in sustaining this relationship. To do so, we define urban experimentation within an evolutionary perspective as the emergence of spatial and institutional 'niches' differing in some significant way from the dominant system. Within this conceptualization the prime object of politics is the conditioning of niches. Next, we proceed elaborating different types of politics which underlie different paths of niches' impact on institutional structures. We define these possible development paths as: 'death', 'marginalization', 'assimilation' and 'transformation'. Niches can in fact become marginalized, be assimilated in the dominant system without significantly changing it, or – and most rarely – ignite a transformation of the system. We then profile the type of politics behind each of these paths, defined as: 'no-politics', 'managerial politics', 'post-politics' and 'radical politics'. The paper will use several examples of niches from the context of Amsterdam to show these paths and the politics behind them. The paper will conclude by reflecting on the specific role of planning within each of these paths and suggest that planning needs to have different approaches and goals depending on the specific path occurring.

### 333 | A CLOSER LOOK INTO HOW LAND-USE, SOCIAL NETWORKS AND ICT INFLUENCE LOCATION CHOICE OF SOCIAL ACTIVITIES

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**ABSTRACT:** Technology now enables individuals to travel more flexibly, thanks to ICT and the numerous social networks. The choice of location for social activities has become very flexible, sometimes allowing changes to a previous decision on the move. In addition to this, the characteristics of the residential and university location also play a vital role in the choice of location for social activities by students. It would be quite exciting to uncover the behavioral patterns associated with these decisions. Hence, this study pursues the following objectives: 1. To analyze the influence of ICT, social networks and land-use characteristics of the residence and university in choice of location for social travel. 2. To analyze the similarities and dissimilarities in the choice of activities pursued during weekdays and weekends.

Students from the two different campuses of Instituto Superior Tecnico were presented with an online questionnaire, intended to collect information about the use of ICT and social networks, in addition to the travel characteristics and socio-demographics. Emphasis was made in capturing the characteristics of social networks and ICT usage. Information on the land-use characteristics was later obtained from secondary sources.

Factor analysis was initially carried out to extract factors related to use of ICT and social networks, which were to be later used in the model for choice of location. The alternatives considered for location choice include: location within 800 m from the residence, location within 800 m from the university, locations away from home and university and evenly spread locations. The analysis was performed separately for travel during weekdays and weekends, to understand the differences and similarities in behavior during these different time periods. A multinomial logit model was estimated to model this choice. This adds to the literature, the understanding of influence of use of ICT, social networks and land-use characteristics, in the context of social travel.

## 1117 | THE DIGITAL NATIVES AND THE FUTURE CITY: CONTRADICTIONS AND AMBIVALENCES

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**ABSTRACT:** In my paper, I will interlink two strands of discussion on the smart city of tomorrow that so far have rarely been related to each other:

There are, firstly, the works of trend and future researchers attempting to predict how we will live and work in the nearer future. At the center of their attention are the so-called Generations Y and Z, also known as the Millennials: Adolescents and young adults who were born between 1980 and 2000 - right into the Internet age. The Digital Natives are particularly relevant for future research as they will be the most powerful and influential social group in tomorrow's society.

It is therefore very interesting to compare the future researchers' scenarios of smart urban life in 2030 to empirical research on the attitudes and values of this very demographic group. I thus, secondly, go through social scientific youth, generation and target group surveys in order to get a picture of the wishes, needs and desires of adolescents and young adults regarding their prospective urban living and housing.

The result is astonishing: The living and housing trends as identified by the future researchers do not correspond at all to the perspectives of those who should be the former's main driving forces and supporters. Both strands of research thus stand in sharp contrast to each other.

The paper aims at describing and explaining the most striking contradictions between the urban futures the trend researchers anticipate for the Digital Natives and the urban futures they see for themselves. Furthermore, I will argue that some of these contradictions already write themselves into current urban development.

## 1143 | SMART CITY STRATEGY AND URBAN INNOVATION: A MULTI-LEVEL PERSPECTIVE ANALYSIS ON THE CASE OF VIENNA

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**ABSTRACT:** Since mid-2000s there has been an increasing academic and political interest in smart city concept and smart city development. The technological innovation, particularly the use of Information and Communications Technologies (ICTs), is a starting point and plays an important role in such smart city movement. At the same time, social innovation is stimulated to contribute and support urban development from a bottom-up approach. In that sense, city is well demonstrated in this interweaved process as a socio-technical system. Besides, smart city also implicates the concept of sustainability, since one of its main aims is to steer urban development along more sustainable approaches.

Accordingly, there is a question on what we could understand about smart city in a comprehensive perspective. Meanwhile, there is a need to figure out how technological innovation and social innovation interact and integrate with each other in urban development process.

In order to answer these questions, it is argued that urban strategy planning and urban innovation play key roles in current urban and regional development. Urban innovation is defined as an integration of social and technological innovation in urban context. It is discussed in this paper based on innovation studies and transition studies with consideration of space aspect, which is a key aspect in urban but with lack of attention in innovation and transition studies. Urban innovation in smart city context means a socio-technical system change that happens in city and region level with influence to urban transition process.

Hence, a Multi-Level Perspective (Geels, 2005) is adopted from transition theory as a basis to set an analytical framework for smart city and to analyze a particular developing area in Vienna, which is defined as one of the key areas in the city's new Urban Development Plan, the STEP 2025. With urban development plan and strategy plan for the city, Vienna has announced its Smart City Wien strategy in 2011, along with a series of smart city projects implemented in various urban development areas since then. Based on the case study, it is intended to reveal how urban innovation, as an integration of social and technological innovation, contributes to improve smart city development and urban sustainability.

**KEYWORDS:** smart city, urban transition, urban innovation, multi-level perspective



## SLOT T15.S07 | ROOM V1.25 | ANDRE SORENSEN | UNIVERSITY OF TORONTO

### 258 | DEVELOPMENT OF ENERGY POLICY: PROCRASTINATION, INCONSISTENCY AND CONSOLIDATION

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**ABSTRACT:** As with most planning efforts, land use policy does not develop in a straight line; rather, it is the product multiple, and often conflicting, proposals that are accepted, rejected, modified or superseded as the times and interests dictate. Delay in, or avoidance of, resolution of difficult questions for as long as possible is a political reality. But ultimately, necessity, efficiency, and administrative convenience converge to bring about a consensus, albeit temporary, on which policy rests and moves forward in time.

This paper uses the development of energy policy in a physical planning context in the American state of Oregon over the last fifty years as an exemplar of incremental policy-making. In the 1960s, Oregon had a host of energy sources, techniques, and land use and other regulations (or, in some cases, the absence of the same), and multiple national, state, local government, and private interests. Then, as now, private interests advocated minimal regulation and were content with the regulatory capture of public agencies. Only nuclear power and other large energy sources required federal and state approval, which were typically less concerned over local land use interests.

Energy crises, environmentalism, and global warming changed that state of affairs. State and local governments responded by regulating the land use and environmental aspects of energy facilities, usually by requiring permits at both levels and sometimes providing that state interests override local interests. Most planning and land use regulation in Oregon is done at the local level; however over the years, the state developed new state energy criteria to be applied locally and reserved for itself the power to interpret all regulations as part of a consolidated land use permitting process for major energy facilities. The application and appeals process was shortened, which provided a modicum of certainty to applicants. Another phenomenon of this increased state involvement was the use of uniform procedures for policy-making and adjudication. The state legislature thus intervened periodically to deal with resource extraction, energy efficiency and production and transmission facilities so as to implement an evolving state-developed energy plan that reflects local and statewide interests.

This paper traces these developments in planning law and demonstrates a reasonably successful level of experimentation, political compromise, and transparency in the merging of energy policy into physical land use planning. The resultant system provides for a level of certainty not available in most American states. There are some positive implications of the planning system as applied to energy resources. State-approved energy facilities are generally not subject to popular votes. Strong environmental justice advocacy manifested in state legislation assures that the adverse impacts of energy extraction or facilities are not disproportionately located in politically powerless communities. The system remains transparent and subject to ongoing criticism, review and change. The paper suggests that the experience in Oregon may be helpful to nation-states and regions in Europe coming to grips with similar problems.

### 432 | GOVERNANCE REFORM, CHANGING PROPERTY RIGHTS, AND NEW PLANNING APPROACHES IN THE EUROPEAN PORT-CITY INTERFACE

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**ABSTRACT:** There is a wealth of case studies that deal with planning, governance and property rights issues on and around seaport city waterfronts. In Europe and beyond, these sites are widely understood as frontiers of political, economic, and cultural urban change as well as focal points of planning debates

and controversies (e.g. Porfyriou & Sepe, 2016). This means that there have been, and there continue to be, many general lessons to learn about convergences as well as the on-going varieties between planning practices. Yet, in spite of the clear similarities between cases—not least due to the global exchange of port governance and waterfront development ‘models’ (Merk, 2013 resp. Ward, 2011)—few scholars have attempted to conceptualise these.

While it is abundantly clear that governance structures, planning law and related property rights are dominant factors in the planning approaches towards port city waterfronts, theoretical models and schemes often cited in waterfront literature have little to do with them. The proposed paper explores the academic work that does attempt to create insight in the mechanisms apparent between planning, governance and property rights in waterfront development schemes. This will be complemented by an analysis of the planning approaches to these exemplary areas in two—apparently very different—European port cities: Lisbon and Rotterdam.

The empirical part of the paper will employ a sociological institutional perspective and focus on how governance reform and changing property rights—particularly for the respective port authorities—have influenced the waterfront planning approaches in Lisbon and Rotterdam since the 1990s. In Lisbon, we will specifically analyse this relationship with regard to the waterfront projects of POZOR, EXPO 98 and Santos. In Rotterdam, our objects of study will be the areas of the Katendrecht, RDM, and Merwe-Vierhavens. Our accounts will show how neo-liberal tendencies play a role, but also that they only partly explain the way planning approaches on the Lisbon and Rotterdam waterfront have been shifting. Institutions will be identified that do not allow inclusive, flexible and collective planning approaches to be pursued—sometimes in spite of the best intentions of involved port and city planners.

Within a perspective of on-going institutional change, the paper will identify and discuss planning tensions or ‘dilemmas’ (Savini et al. 2015) specific but common to seaport cities and their waterfront sites. Implications for research and practice will be explored.

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## 778 | FROM ‘PLANNING-LED DEVELOPMENT’ TO ‘DEVELOPMENT-LED PLANNING’ (AND BACK AGAIN): MUNICIPAL PLANNING IN THE GOVERNANCE OF SWEDISH URBAN DEVELOPMENT

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**ABSTRACT:** What is the role of regulatory land-use planning in urban development? What parts of the development process are local authority planners responsible for, and what do they have influence over? Much contemporary planning research draws upon political economy to contextualize the changing role and function of formal planning institutions within increasingly diffuse and splintered governance landscapes. In this paper we take a somewhat different tack founded upon a ‘devil is in the detail’-intuition, and instead of zooming out to trace overarching patterns of change, we look very closely at the seemingly mundane minutiae of the organization of local administrations.

In the paper we show how the development-led planning model instituted by the City of Stockholm in the 1990’s led to a radical circumscription of the local planning authority’s capacity to influence what, where and for whom new housing was constructed. However, such organizational arrangements are not written in stone, and interestingly there now appears to be a move towards again increasing the influence of proactive land-use planning in the urban development process, with the help of seemingly small but nonetheless critical shifts in the organization of daily work routines within the City administration. Drawing on this, the paper argues that to understand the role of planning, particularly the role it may have in promoting a more equitable and inclusive development, more research is needed on how concrete institutional designs and the organization of day-to-day urban governance work enables or constrain the realization of particular policy goals, whether purposely or not.

## 900 | SHIFTS AND TRAJECTORIES OF CHANGE IN SPATIAL PLANNING SYSTEMS - REFLECTIONS FROM NORTHERN EUROPE

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**ABSTRACT:** This paper discusses recent shifts and trajectories of change in spatial planning systems with examples from the Nordic countries. These developments have brought forward a number of tensions e.g. between inclusive and democratic planning processes on the one hand, and efficiency and new forms of market oriented management on the other. At the municipal level we can detect changing public-private relations not least in terms of land-use planning and property development. The function of the regional level in the spatial planning system is contested across the Nordic countries and there are numerous initiatives and policy experiments with for example new forms of spatial visions and strategies. There are also emerging multilevel contractual arrangements to promote urban sustainable development through policy integrations (i.e. land-use, transport and housing), which raises issues regarding legitimacy, transparency and formal regulatory procedures. Another related and contested issue is the question of spatial justice (e.g. in terms of access and availability of public services and affordable housing) due to uneven territorial development (e.g. between urban and rural areas) and increasingly socio-economic and spatial segregation (e.g. within functional urban regions). We argue that besides analysing the institutional and regulatory structures, it is important to investigate how territorial governance are practiced within and beyond newly established formal and informal arrangements of spatial planning system.

In this paper we provide an empirically informed overview of recent shifts and trajectories of spatial planning systems and territorial governance in the Nordic countries within a European context. One key question is the extent to which the statutory national spatial planning systems have been adapted or stabilised against some of the recent shifts in territorial governance. In doing so, we question the notion of a Nordic planning model, approach, tradition or family, and perhaps even as an 'ideal type' by comparing the different (diverging and/or converging) trajectories between countries such as Denmark, Finland, Norway and Sweden, which are commonly associated with similar welfare models and political cultures. Through this analysis we intend to illustrate to what extent national spatial planning systems have been adapted by for example re-scaling of formal competences or changes of the legal character of planning instruments to govern land-use policies and spatial development within countries with similar political, cultural and spatial prerequisites. Finally, we also contribute to the more conceptual discussion on the relations between spatial planning systems and territorial governance.

## 1165 | HOW CAN PUBLIC-PRIVATE PARTNERSHIP (PPP) APPROACH CONTRIBUTE TO A DYNAMIC BUT CONTROLLED URBAN DEVELOPMENT: THE CASE OF PPP IN SLOVENIA

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**ABSTRACT:** Slovenian planning legislation states that the main objective of spatial planning is to enable coherent spatial development by the consideration and coordination of different development needs and interests and assuring public benefits, especially in the areas of environmental protection, the conservation of nature and cultural heritage, etc. Coordinated planning approaches aim to contribute to a balanced and sustainable spatial development, which is also one of the biggest challenges of contemporary urbanism. The problem in facing this challenge is in the actual realization of urban projects which is often hindered due to the financial obstacles. Lack of financial resources in both public as well as private sector contributes to an increasing necessity for collaboration between public and private investors. Not rarely only the involvement of a private partner into a project which is in a public interest makes the investment possible. If the process goes smoothly, this way the city's development needs as well as the desires of private investors are met - shared investment in the urban projects may contribute to the fulfillment of economic objectives of the private investor and spatial planning objectives of the planning authority at the same time.

The PPP tool has been introduced into Slovenian spatial development practice rather recently. Most often the improvement of the quality of the living environment through brownfield redevelopment, built-structure renovation, energy efficiency improvements etc. are achieved by the implementation of PPP, which also contributes to a more controlled creation of urban space and increases the flexibility of the traditionally rather ossified planning process in Slovenia.

The paper presents the most common forms of PPPs used in all (11) Slovenian urban municipalities. The ongoing research attempts to define different types of urban projects that are suitable for implementation in a form of PPP, and other different instruments that municipalities have at their disposal to facilitate the use of PPP within a specific current context of post-socialist neo-liberal system in Slovenia. Through the examination of concrete PPPs different approaches to activate land or buildings in public ownership with private capital are recognized, risks, benefits and potential problems revealed and possible solutions to overcome the obstacles identified. Different examples show the relationship between public and private partners in terms of investments, responsibilities and benefits during the realization of an urban PPP project which greatly reflect the fact that PPP as a tool has not got a long tradition yet.

## 1261 | INSTITUTIONS IN URBAN SPACE: LAND, INFRASTRUCTURE, AND GOVERNANCE IN THE PRODUCTION OF URBAN PROPERTY

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**ABSTRACT:** This paper follows on and extends the argument in my recent paper, 'Taking Path Dependence Seriously,' that made the case for a serious engagement of planning historians with historical institutionalist (HI) theory (Sorensen 2015). A rich institutionalist tradition has developed a robust conception of planning and property (Needham 2006; Booth 2011), how institutions shape land markets and land development processes (Adams and Tiesdell 2010; Buitelaar and Segeren 2011; Needham, Segeren and Buitelaar 2011), and of institutional change processes affecting property (Buitelaar, Lagendijk and Jacobs 2007; Griffin 2010). Here I develop a modified historical institutionalist approach tailored to an examination of urban space and urban property institutions, and show that municipal planning and property institutions are likely to be particularly path dependent. The framework developed in this paper is an attempt to advance our ability to conduct comparative and historical analysis of the institutions that structure both urban property and urban spatial planning. Most mainstream institutional theory ignores space and cities entirely, focusing on aspatial national and international policies and institutions. Yet urban policy and institutions are profoundly spatial and inescapably bound to issues of space and property, which has led to the development of differentiated approaches to property institutions in different jurisdictions. These are examined, with a focus on the co-evolutionary and path dependent relationships between land, infrastructure, and governance institutions (illustrated in the Urban Property Triangle), and on the fact that existing spatial patterns of urban property generate powerful interests and expectations. The suggestion is that, when examined in this way, urban institutions and urban spaces demonstrate enduringly different approaches, and constitute distinct urban property regimes in different jurisdictions. Urban property, infrastructure, and governance institutions have such profound importance in regulating capital investment in cities, shaping the kinds of property that exist, servicing, protecting, and structuring its long-run meaning and value, that it is possible to identify distinct Varieties of Urban Capitalism in different jurisdictions.

## SLOT T17.S06 | ROOM V1.27 | PAULO SILVA | UNIVERSIDADE DE AVEIRO

### 543 | STREET PORTRAITS OF OLD CITY STREETS UNDER NEW DATA ENVIRONMENT: TAKING THE BEIJING OLD CITY AS AN EXAMPLE

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**ABSTRACT:** As China's economic development turns into New Normal, urban development and construction has transferred from physical expansion to built-up area improvement. Old city street, as the most fundamental component of public space, is of great significance to be interpreted and studied. In this paper, it discusses about quantifying all the composing elements in urban streets to create the Street Portraits, which could clearly describe the characteristics and quality of the street. Street Portraits refers to applying the data visualization into street space researches, presenting more detail information of the studied streets.

Along with the development and popularization of information and communication technology, large amount of data from various online platforms and devices like intelligent terminal and wireless sensors are creating a new data environment, which provides lots of new data sources for the quantitative research on city street portraits.

Taking Beijing as an example, this study aims to make a comprehensive and objective evaluation of the old city streets in Beijing old city. Based on the relevant literature review, it refines and categorizes the properties of the street into three aspects: street function, street vitality and street quality. These three properties further help to establish an evaluation index system for presenting the Street Portraits. Main indicators analyzed in the index system are as follows: (1) Street function: Historic features, surrounding land-use, road system classification, and function changes for buildings on both sides of the street; (2) Street vitality: density of activities, density of population, and mix-use of functions; (3) Street space quality: ratio of building height to street width, street width, continuity of buildings on both sides of the street, and commercial quality on both sides of the street. Finally, various Street Portraits of Beijing's old city area are presented by data visualization, which is realized by using the tool of Nightingale rose diagram to integrate all of the indicators of individual street and thus describe the distinctive Street Portrait. As a conclusion, it summarizes the "Street Portraits" of different kinds of streets, providing a basis for the street space improvement strategies and design methods in the future.

### 1072 | URBAN SCHOOLYARDS OR NEIGHBOURING GREEN INFRASTRUCTURE AS SITES FOR SCIENCE INSTRUCTION AND LONG-TERM ENVIRONMENTAL MONITORING IN CITIES

Fernando Alves<sup>1</sup>; Pedro Pinho<sup>2</sup>; Ana Catarina Luz<sup>3</sup>; Filipa Grilo<sup>3</sup>; Joana Vieira<sup>3</sup>; Paula Gonçalves<sup>3</sup>; Raquel C. Mendes<sup>3</sup>; Cristina Branquinho<sup>3</sup>; Margarida Santos-Reis<sup>3</sup>

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**ABSTRACT:** Urbanisation and urban concentration is an ongoing process with multiple effects all over the world. This process imposes impacts on human health and well-being in cities, and is calling for changes in cities planning, whose effects will influence future generations. The non-ecological thinking behind past urban planning and design affects mostly the largest and older cities, such as Lisbon (Portugal's capital). Improving living conditions in cities is on the political agenda today with a growing body of literature focusing on this issue with a plea for nature-based solutions and for building a green infrastructure organized into a coherent network.



Major environmental challenges in cities are pollution, heat island effect and biotic homogenization, which affect both human health and ecosystem services delivery. Acknowledging this, planners and policy makers recognise the growing need of scientific knowledge to support decision-making, but this heavily relies on regular monitoring actions still inexistent or lacking in a concerted and integrated way. Ecological monitoring provides information to adapt and improve management, integrating development and conservation, but is resource-demanding both in manpower and funds.

Here, representing a joint action between Lisbon's Municipality and University, we propose a long-term monitoring scheme to track the city's environmental quality, using schoolyards and/or neighbouring green areas as monitoring sites. There, it will be possible to combine ecological indicators, science instruction and citizen science.

Secondary schools are adequate elements for such monitoring programme as they form a network spread all over the city, guarantee continuous generations of students and are focused on science instruction. By selecting schools with green schoolyards or close to a green infrastructure we propose to use lichen functional traits, vascular plant phenology, soil invertebrates' functional groups, and butterflies and birds' richness, as ecological indicators of heat and pollution stress and of biodiversity change. The Municipality role would be to promote the involvement of the selected schools, support training actions, and maintain the project's webpage. Researchers of the UrbanLab of the cE3c research centre (<http://ce3c.fc.ul.pt> – Lisbon University) are responsible for selecting schools, design the sampling strategy and organise data collection by the individual schools, train teachers, prepare instruction materials, analyse data and report to the municipality.

This monitoring programme will be pivotal for giving support to the municipality action programme to achieve a resilient and sustainable city while contributing also to form responsible and environmentally concerned citizens. Moreover, this model can be replicated in other cities where municipalities and universities have shared interests.

This initiative is part of a research in the collaborative project Green Infrastructure and Urban Biodiversity for Sustainable Urban Development and the Green Economy - GREENSURGE, funded by the European Commission Seventh Framework (FP7): <http://greensurge.eu>.

## 1192 | INFORMATION - COMMUNICATION TECHNOLOGIES AND MANAGEMENT PLANS FOR HERITAGE SITES

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**ABSTRACT:** Technological advances, today, initiate major opportunities on the inventory and documentation of cultural heritage, which is gathered via varying resources, as well as on the knowledge convergence of heritage. Information and communication technology (ICT) may be acclaimed as a set of innovative tools which supports the preservation of authentic quality and possible interventions without losing intrinsic value of cultural heritage. Around the World and in Turkey, there are lots of researches that reveal the increasing demand for progressive technological solutions, in different stages of heritage management. These studies mainly focus on reflection and transfer of cultural heritage value by the utilization of ICT. The concept of e-Heritage, containing digital museum studies and interactive platforms, digital documentation and archiving of movable cultural assets constitutes the common research field in the World. Additionally, internet and mobile applications, crowd sourcing communication channels and social media, smart city applications, interactive interfaces and augmented reality, present the benefits of collaborative urban planning processes. Briefly researches about ICT use in historic site management mostly appreciate the operational functions and aim to develop the transfer and share of conservation value of cultural heritage through these technologies. Besides, such technologies, as claimed in this paper, should be referred with transformative attitudes of information society through all segments of the community, encouraging involvement and participation in heritage site management.

In the paper, aforementioned opportunities and functions will be investigated through a heritage site management plan case from Istanbul, registered as a World Heritage Site in Turkey by UNESCO which is also leading city for public and private technology enterprises and conservation efforts on an imperial capital of former civilizations,. The paper aims to define the role of ICT in Istanbul Historic Peninsula Site Management Plan (2011) through the capacity of improving conservation skills and enhancing promotional values in destination management. Additionally the transformative character of these technologies, indicated in site management plan, will be validated whether they serve for a vision and strategic framework, transitioning community into information society.



The paper uses descriptive methodology with a narrative investigation from the site management plan documents, reports and websites of related institutions in Istanbul, Turkey. This investigation is conducted to compare the case with national and international experiences. Despite the existence of limited experiences, addressing transformative vision and/or strategies for an information society, similar management plan cases will be delivered for querying Istanbul case with multiple comparisons. The paper finally deliberates how Istanbul Historic Peninsula Site Management Plan can be revised with the instructions of Information Society Strategy and Action Plan (2015-2018), prepared by Ministry of Development, Turkey. Remarks from the descriptive investigation in the paper are intended to be the base for a further comprehensive research project, aiming improvement of historical consciousness and awareness of cultural heritage with the use of ICT in historic site management.

## 1241 | DEMOCRATIC PLATAFORMS: FROM MUNICIPALISM APPROACH TO DEMO-CRATIC SPATIAL AGENCIES

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**ABSTRACT:** After 2008 economical world crisis, countries, political systems and cities are passing through a crisis that is not limited to the monetary field. A cultural and social crisis regarding the democratic system and its modes of build a gap between the population and the State are at stake. People invaded the streets calling for more democracy, even despite the (false or not) fact they live in a democratic society at first.

Since Spanish cities as Barcelona, Zaragoza and Madrid elected to the Alcade / Mayor position people connected to social movements and manifestations organizations, new hopes and new forms of planning are emerging, having as a basis the theme right to the city (term used since Henri Lefebvre in the 60's and actualized by geographer David Harvey in the book *Rebels Cities* in 2014).

In order to respond and fill the gap between the multitude and the state, municipalists cities are developing new virtual plataforms. At the same time, driven by the new urban struggles contexts and municipalists attempts, local initiatives are taking forms using the internet as planning tools of local initiatives.

This paper intends to discuss these virtual democratic plataforms build by the spanish cities, in special Barcelona, and its unfolding in cities like Belo Horizonte, in Brazil, very connected to the municipalists ideas. Having as a critic parameter the idea of democracy and its paradox as portrayed by political scientist Chantal Mouffe, and Jacques Ranciere critique of Democracy as well, opposing it to the term emo-cracy (power to the demon), the present text aims to point out the spatial limits of the plataforms in order to achieve power to intervene in planning operations in the city with or without the state.

**SLOT T19.S07 | ROOM V1.07 | TERESA CALIX | FAUP**

## **244 | THE ROLE OF SPATIAL DEVELOPMENT IN THE ENERGY AND CLIMATE TRANSITION**

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**ABSTRACT:** Our society faces a number of great challenges, the transition towards a more sustainable energy system is one of those challenges. The way our spatial environment is organized and planned strongly influences the demand for and the offering of energy together with the emissions of greenhouse gasses. In turn, measures to save energy and to provide renewable energy have a profound effect on our spatial environment. Several policy levels (UN, EU, country and region) have committed to targets to both reduce the emissions of greenhouse gasses and the demand for energy as well as to improve the share of renewable energy. These targets, which are mainly initiated by other policy fields, however, often lack a spatial component.

The new Spatial Policy Plan Flanders acknowledges the spatial challenges of the energy transition and therefore focusses one of its policy frameworks on Energy and Space. This paper is centered on how spatial development can contribute to reaching the energy and climate targets. In the first step 5 research tracks are defined which are most relevant if we look at the energy transition in a spatial context: (1) active spatial policy, (2) collectivizing interventions, (3) place-based policy, (4) awareness & training and (5) tuning different policy levels and policy fields. By using (inter)national good practices inspiring input is provided. The analysis reveals that most of the international good practices consists of newly developed housing areas or large brownfield developments. Transformation projects of existing (sub)urbanized areas are rare, although they constitute the vast majority of the European cities.

In the second step two research by design exercises are executed in order to test the results of the first step in two typical Flemish situations. This step provides more insight in the spatial possibilities, the challenges and the conditions to execute certain measures, which were inspired by international examples, in a local, Flemish context. The two chosen cases are each at one end of a continuum of urban settlements. The first case centers on a neighborhood situated in an area with a shrinking population, badly connected to the rest of the city and with a low number of inhabitants per square kilometer. The second case focuses on an area where the population is predicted to increase the most of whole Flanders and where many new plans are in development, including infrastructure projects to improve the already well connected area even more.

In the last step the characteristics of the needed energy transition are confronted with the desired spatial development in Flanders (based on the whitepaper of the Spatial Policy Plan Flanders). This allows us to formulate conditions and policy recommendations which are based on the research tracks in the first step and the research by design cases in the second step. In order to facilitate the energy and climate transition a place-based approach is crucial, making spatial development an important facet of this transition. In order to take up its role, spatial development needs to focus on regulation, strategic coordination, proactive policy and processes. Moreover, all the different scale levels within spatial development have their role to play. The local level is however struggling to meet the challenge of the energy transition. It is up to the Flemish level to support the local level both with providing knowledge, but also with providing help in process management.

## **337 | GEOGRAPHY OF THE FOOD SUSTAINABILITY WITHIN THE URBAN FOOD POLICIES**

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**ABSTRACT:** The whirling population growth that is affecting global cities is causing an enormous challenge to conventional resource-intensive food production and supply and the urgent need to face food security and sustainability concerns.

Cities can be the starting points of these strategies and they need to strike a balance between the localization of their food chains, reconnecting food with its place of provenience, and the globalization and market pushes.

Urban Food Policies can provide an interesting path for the development of this new agenda within the imperative principle of sustainability. But what does 'sustainability' mean within these policies?

The majority of the UFPs plans include actions related to four main components and interpretations of sustainability that are food security, food equity, environmental sustainability itself and cultural identity and, at the designing phase, they differ slightly from each other according to the degree of approximation to one of these dimensions.

An essential observation can be made about the relationship between sustainability dimensions and geography.

In statistical terms, the US and Canadian policies tend to devote a large research space to health issues and access to food; those northern European show a special attention to the environmental issues and the shortening of the chain; and finally the policies that, even in limited numbers, are being developed in the Mediterranean basin, are characterized by a strong territorial and cultural imprint and their major aim is to preserve local production and the contact between the productive land and the end consumer.

This means that the relationships between food sustainability, public policies and the comparative study of the different cases are important in order to find solutions and ideas to future planning dispositions.

Moving from these assumptions, my article would reflect on the current mapping of the Urban Food Policies, on the reasons why such sustainability priorities are located in those geographic areas and on the sustainability and efficiency of the practices they produce.

## 699 | AN OUTPUT OF PARADIGM-SHIFT IN URBAN PLANNING: "RESILIENT TRANSPORTATION"

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**ABSTRACT:** Background - It is known by most of people that research results which are conducted about future of our world are not positive. Comprehensive and sustainable solutions, policies and scenarios are being created day by-day and "city" is being one of the most important issue that has to be regarded. In this point, new question brings with debates: How do cities react encountered negative conditions? Struggling entire individuals with sudden shocks, changes and uncertainties locates in focal point of this debate and question, so "resilient" concept emerges as a part of defence mechanism and solution.

Method - Fundamental purpose of this study is examining integration of urban transportation and its principles with resilient city concept in which ways by accepting all mentioned above as origin point. One of the most important subject that is covered in this study is determination of policies and scenarios so that resilient transportation concept works coordinated and harmonizing with the urban transportation systems. Another important subjects is examining reflection of all these proposals and policies to the city as a whole. In addition, working principles of resilient transportation with different disciplines such as social sciences and economics is detailed by including urban planning framework with micro and macro scales. Final part of study includes sample cities especially from Turkey and it covers analysis of potentials, creating possible solutions, implementation scenarios and policies,

**KEYWORDS:** Urban Resilience, Risk Management, Sustainability, Resilient Transportation

## 811 | DESIGN FOR ENERGY EFFICIENCY AND CLIMATE SENSITIVITY IN URBAN AREAS

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**ABSTRACT:** Recently, dilemmas and uncertainty on how to use energy and natural resources caused by uncontrolled urban growth are common issues faced by all countries. Humankind has searched for measures and solutions to cope with negative impacts of external environment for long years. Because of the pressing need to reduce environmental problems and to find alternative energy sources, the terms of sustainability and energy efficiency have become one of the main topics of international policymaking. Today, fossil fuels are used as the major sources of energy in world. Overuse of fossil- energy resources were formed in a long term while consumed in a very short term. In addition to the significant decrease in fossil energy reserves, natural environment has been significantly damaged due to extraction and use of fossil fuels. Therefore, these energy sources must be replaced by green and sustainable energy sources to protect human society and ecology.

Considering the sectoral distribution of energy consumption, it is observed that energy consumption in buildings comes in the second place, following industrial consumption. The problems of energy consumption in buildings used for indoor heating or cooling purposes is a major cause of global warming due to increased energy consumption and land use change.. At this point, it is required to rethink the energy generation and consumption processes of buildings and develop efficient practices for solution of energy problem. Urban climate is a basic design component that help create energy efficient environments. To reduce energy consumption and design better living environments, it is essential to understand the climatic conditions of and heat exchange in the locality that will be planned.

The main aim of this study is to identify an ideal design example taking climatic factors into account based on energy efficiency parameters and climate-sensitive design criteria and to encourage such practices with the aim of minimizing energy consumption in urban buildings. Within the scope of the study, energy efficient and climate sensitive urban design principles have been assessed with the aim of understanding the merits and benefits they deliver to redevelop residential city blocks in more environmental-friendly manner. Two city blocks in Ankara located in temperate arid climatic region have been selected as the case study area to apply the design principles. The climatic conditions of the study area were prioritized as the key element to lead the design proposals.

In conclusion, climate change and global warming are among the most important environmental and social problems of our age. urban districts and buildings have vital roles to play in energy consumption and emergence of these environmental problems. The design aspect of urban redevelopment is discussed to provide energy efficiency and climate sensitivity. Several design proposals have been developed for temperate arid climatic regions, and the benefits, constraints and shortcomings of each proposal have been evaluated. The outcomes of this study, such as the urban design practice developed, design parameters identified and findings and results obtained, could help policy-makers and urban design practitioners to increase energy efficiency in cities of Turkey.

## 893 | CULTURAL HERITAGE AS RESILIENT DRIVING FORCE FOR THE NEXT ECONOMY IN THE PORT-CITY OF NAPLES

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**ABSTRACT:** Ports have the characteristic to be both infrastructural hub and cultural identity core within a city. This specificity produces a wide complexity in the definition of contemporary urban planning strategies. Very often, preserving the features of port activities, hinder the social desire to live and perceive the waterfront as integrated part of the coastal city.

The research purpose provides port areas, and in particular, the areas in-between city and port, as especially suitable places to rethink the port-city development towards next economies. This multidisciplinary approach is based on the transformation of resources in new economies through a

sensitive and ecological perspective. Repair, reuse and upgrade the existing elements of the city is a renewed way to improve resilience in port-city development focusing on adaptive planning actions related to local practices and cultural environment. In this regard, the sustainable development strategy copes with external disturbances as a result of social, political and environmental changes and, assuring the need of common grounds in the contemporary cities, it can also represent the starting point for a new way of thinking about the waterfront as public space.

The research deals with the well-known issue of the renewal of historical waterfronts towards the next economy strategy in the case study of Naples in Italy.

Naples port-city interface is a conflictual space shaped by complex decision-making processes among actor networks with different tools, ideas and goals. These aspects have led port and city to develop into separate entities, from a spatial, functional as well as administrative point of view.

Therefore, the interstitial area between city and port became a place of contradictions that gathers different actors and interests and where often the lack of dialogue and strategic vision has transformed the port in the main element of separation between city and sea. Since the second half of the 19th century, the relation between city and port in Naples has changed dramatically. The transition to the modern port and its containerization processes definitively interrupted the historical and functional integration of port and city. These processes altered also the perception that people have of the city and port as a whole. The historical city has gradually lost the contact with the sea and today new roles for these areas in transition are required.

Nowadays, investigating port-city relations in Naples, entails to think about the crossroads of these two complex elements, the infrastructure and the urban core, which evolve with different timings and dynamics. The research aims to offer a new perspective dealing with issues like the coexistence of different functions, the re-using of common goods and the re-shaping of the maritime identity. Cultural heritage as the palimpsest of tangible and intangible elements, can play an important role in defining new economies and new quality of the public space in-between city and port.

The latest Italian reform of the port system represents the background of rules through which analyse the contemporary public debate around the evolution of the port stressing the need to find new ways to rethink the port as part of the landscape as well as infrastructure at different levels of scale.

## 1142 | REVITALISING BORDER TOWNS AND VILLAGES: NETWORK GOVERNANCE ON THE ISLAND OF IRELAND

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**ABSTRACT:** Global dynamics increasingly impact on localities. Towns and villages across Northern Ireland, and the border counties of Ireland, are continuing to experience rapid change. Retail functions are under sustained pressure from more desirable out-of-town centres and online shopping; manufacturing and other light industries are struggling to compete with cheap imports, currency fluctuations and changes in consumer demand. Change is not restricted to private enterprise. Public sector budget constraints, efficiency savings and new service delivery models are also impacting on the vitality and viability of small towns and villages, typically but not exclusively in rural areas. These settlements will also have to contend with the Brexit negotiation process and associated uncertainties this will bring, which could well endure long-term as quick-fixes appear unlikely to emerge. Yet responses to changed circumstances will need to be both rapid and evidence informed to negate any adverse fallout; delay often proves detrimental.

On the island of Ireland, these dynamics meet complex vulnerabilities surrounding identity, space and place. A direct correlation existed between economic stagnation and the Troubles (1969-1998) leading Senator George Mitchell, architect of the peace process, to comment that, "Violence and fear settled over Northern Ireland like a heavy, unyielding fog... the conflict hurt the economy... unemployment rose, with violence, in a deadly cycle of escalating misery" (1998). Consequently, economic development, not only at the national or regional level but also within local communities, became a central component of the transition towards a peaceful society as part of the Belfast / Good Friday Agreement (1998, p.19), and is re-iterated in subsequent political agreements. Whilst Belfast is understood as the regional economic driver, two-thirds of Northern Ireland's population live outside of the Belfast Metropolitan Area. Without the resilience that exists in an urban conurbation, it is these areas that will be most susceptible to economic decline that is linked directly or indirectly with changes to trans-frontier arrangements, which also impacts on social connectivity.

This paper reports on an investigation into the prospects of small towns and villages in the Irish border region. Such settlements are considered to have significant potential to be reinvigorated as hubs of development that sustain these areas in the face of increasing competition from the major urban hubs across the island of Ireland and globalisation. A key line of thinking is that achieving this will depend on local government, communities and the private sector working collaboratively to tap into substantial, unique – yet often – latent assets. Our research shows that rural revitalisation requires a multi-faceted, multi-dimensional and multi-scalar approach. In the face of ever-decreasing budgets in the public sector, and resource limitations in the community and private sectors, this paper further identifies barriers to partnership working and how these can be overcome. Using network governance as a theoretical framework the paper explores various aspects of stakeholder working – such as trust, leadership and ability to demonstrate progress – considered to be enablers for productive utilisation of rural assets, which are brought into sharper focus on the island of Ireland (UK-EU boundary) as a result of Brexit.



## SLOT T20.S05 | ROOM C11 | ADRIANNA KUPIDURA | UNIVERSITY OF WARSAW

### 142 | PRESENCES, ABSENCES AND MEMORY IN URBAN SPACE, THROUGH A GENEALOGY OF THE PLACE NAMES

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**ABSTRACT:** This paper aims to recover and reconstruct the urban history and local memory of different neighbourhoods in the outskirts of Madrid, from the studying of the evolution of their toponymy from the time they were independent towns.

As a contemporary flâneur, we will rescue a serial of stories linked to the memory of the place, working from the presences and also from the absences of urban elements. In the case of absences, the place names are extremely interesting, because thanks to the old names of streets and places, it is possible to trace missing elements, which undoubtedly were part not only of the physical but also the imaginary and collective memory of the place. As examples of that we can find: public fountains, cemeteries, historic inns and markets and even places where the punishments of the Inquisition took place once.

All these buildings, uses and events left their print in the name of the urban places they used to be. However, after the forced annexation of these towns to the city of Madrid, most of their streets were renamed following new criteria disconnected to the local memory, such as the chemical elements, space constellations, tropical fruits, islands and seas of the world, etc.

This measure, executed from the centrality of the city of Madrid, led to the loss of a significant part of the local memory of these places. In fact, despite that many of the buildings and uses did no longer exist, it was still possible to trace their remembrance among the people thanks to the old toponymy. So, we have that Tavern Street, was renamed to Sea of Bering, Convent Street, was changed for Orion Street, Old Church Street to Oxygen street, etc. Without a doubt, after the physical disappearance of the local urban elements, its erasing from the toponymy was a second and definitive loss.

Paraphrasing Karl Schlogel, when he says that a map says more than a thousand words, historical urban maps can provide us an invaluable testimony to know by firsthand the local history and memory of a place: the property boundaries, the topography, the names of the historic land owners, etc. These elements build up the local memory. But these local memories are endangered by hegemonic memories which tend to suppress them, as it happened when these former town councils were annexed to the city of Madrid.

Therefore, the main purpose and goal of the present research is to rescue that part of the local memory lost or endangered, in order to identify the main urban spaces and landmarks that make up the local collective memory of these neighbourhoods, from the time they were independent towns. So, we will be able to discover what elements still remain, how many of them were destroyed although not their memory, and how many of them were removed from the ground and memory and the reasons for this.

This paper will study the case of two former councils (from 13) annexed to Madrid in the 1950s: Carabanchel Alto and Carabanchel Bajo.

The method followed for tracing this urban heritage will be so close to the Walter Benjamin works, combining both the flâneur's experience and the archive work. The historical cartography will be revisited, as well as the evolution of the toponymy with photographic and literature elements. Thus, like in a walk through these places, local memory will rise and the urban elements which once were part of the daily life and local history will be brought back to light from their oblivion. Just like doing archaeology of the Memory.

## 728 | CONNECTIONS AROUND THE WORLD: INSURGENCIES, URBAN PLANNING AND PROTESTS

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**ABSTRACT:** Urbanization has progressively constituted a primary site of endless capital accumulation, resulting in many forms of barbarism and violence on whole populations in the name of profit. In other words, the creative destruction has taken not only a physical toll but destroyed social solidarities, swept aside any pretenses of democratic urban governance, exaggerated social inequalities and has increasingly terror as its primary mode of social regulation.

Our proposition is based on the understanding that this urban crisis is the common ground of the everyday urban conflicts in which our cities speak, such as the protests that occurred in the United States, Egypt, Spain, Turkey, Brazil, Israel, and Greece.

In this sense, we seek to describe and explore the actions of the movement entitled 'Fica Ficus - for a greenest Belo Horizonte', occurred in the city of Belo Horizonte, State of Minas Gerais, Brazil.

The 'Fica Ficus movement' started through Facebook due to the indignation of a group of people to realize that the trees of the species ficus located on Bernardo Monteiro Avenue, central region of the city of Belo Horizonte, State of Minas Gerais, were being pruned silently on Ash Wednesday, 13 February 2013. This episode along with a feeling of dissatisfaction with the municipal management gave origin to a networking fostered by activists, students, residents and users of the ficus trees, the 'Fica Ficus movement'.

The 'Fica Ficus movement', then, became a vigilante of green issues in the city. After that, the Duque de Caxias square, in the neighborhood of Santa Teresa, in the eastern region of Belo Horizonte, was occupied in June 9th 2013, by young people who discussed the occupation of public spaces in the city. Pacific and cultural, the event was articulated as an action of solidarity with the protesters that suffered violence by the police and by the Government in Gezi Park, Turkey. With music, speeches and circus art, each group involved in the initiative expressed themselves differently. Independent artists, producers and cultural agitators participated in the event.

For this research, specifically, we aim to analyze the connections between the 'Fica Ficus movement', Brazil and the protests occurred in the Taksim Square, Istanbul. And for that, our research object will be two protests that occurred at the same time, one in Belo Horizonte and the other in Istanbul, one live streaming the other.

For this analysis, we will utilize as methodology the bibliographical research, interviews, documents produced by the protesters and their network of supporters and documents and materials shared by the network of researchers of our research laboratory.

Our findings are that the territory, as such the squares, the parks, the streets and avenues were not only hosting the populations, but they were the political fact that drove the wave of protests, and these public spaces, moreover, were much more than a union of bodies, namely, they were the resumption of public sphere.

In addition, even though the first demands that drove these protests were about an environmental question, it was more than trees. They demanded an urban planning not only made of concrete and asphalt. They demanded a good care of the public spaces and their protection in relation to the economic interests. It was about the management of the public spaces of the city, and, above all, the city management and planning and the right to the city.

## 830 | REGIONAL COHESION IN ETHNIC AND RELIGIOUS CONTEXTS: TAKING GERMANY AND CHINA AS EXAMPLES

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**ABSTRACT:** Recently, caused by the precarious situation ,a large quantity of refugee are facing a immigrant condition, which is one of the major city development problems in the European region. It also brings social, religious and cultural integration to receiving country, which need reasonable approaches and will be a new challenge in the future urban planning.

As we know , the effective regional development strategies considering different religious and cultural backgrounds will benefit urban stability, harmony and diversification. So this paper will through case study about the developmental experience of Germany and China compare the referential value of different regional integration strategy under the East and West context. In Germany, new status policy protects a large number of refugee camps in most cities, which also makes change to city resource allocation and facilities utilization , as well as urgent need of residential projects. Taking Berlin as an example, we can see what kind of influence this "top-down" policy will give to city. Compared with China under another political system, as a multi-ethnic country, there is a long history about regional integration , Taking Xi'an Huimin Street as an example, to discuss the pros and cons of the "bottom-up" self-built development model.Discuss about different approaches in regional integration.

## 986 | HOW DOES SYRIAN CIVIL WAR IMPACT ON ANKARA, TURKEY? NEW MODES OF URBAN SPATIAL SEGREGATION

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**ABSTRACT:** Syrian Civil War has have many influences especially on Turkish cities since 2011, the first year of war although Syrian Civil War remarked for last 3 years. In the first stage of Syrian refugees crisis, while 300,000 people were living in refugee camps, the number reached 2,200,000 refugees at the outside of these camps in the mid of 2016. In terms of the distribution of refugees, the localisation is mainly seen in Syrian border cities, also Ankara emerges with migration receiving potential as one of the end point of long migration process passing from many different cities.

Similar to the many other societies which give importance to the relation between relatives, citizenships and familiars, at the same time these relations feature in the location choices of Syrian refugees. They tried to find their own solutions and use knowledge and tradition about this topic. Because of the fact that, Turkey does not have a country wide and systematic registration system yet which captures vulnerabilities and identifies protection needs for refugees who live in outside of refugee camps. On the contrary, the number of refugees who live outside of camps in Ankara increased and reached 200,000 people. Yet, neither defined areas nor specialized policies for refugees exist. For this reason, during the area selection, households who settled in the city or tried to settle together due to migration are exposed to many problems and they create new problems at the same time.

As for the main problems, Syrian refugee communities emerges in certain districts of the city, while deprived areas or areas planned for transformation, which are planned to serve housing demands of lower income groups, are used to meet housing needs of all. All the cities in Turkey, especially Ankara, face many issues like spatial segregation, cultural conflict and facility problems. In this research, with the help of problem solving policy approaches, the city parts and impact areas that immigrants mainly live are discussed with the aim of making spatial distribution and analysis of existing problems.

**KEYWORDS:** Syria, refugee, segregation. Migration, Ankara

# 1188 | THE SPATIALITY OF SOCIAL UN-RELATIONS: THE ARCHITECTURE OF FEAR AND SECURITY IN PORTO ALEGRE

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**ABSTRACT:** Rather than exploring potentials for progressive responses through creative experimentation and social innovation in the practices of spatial planning, urban design and city management, the paper will reflect on the extreme case of Porto Alegre as a paradigm of a paradoxically divided city due to security issues. Besides the recognition of diversity and multiracialism are commonly assumed as pillars of the Brazilian society at large, the case of the southern city of Rio Grande do Sul highlights a progressively social polarisation that emphasises the dual division between upper and lower classes.

Taking from the results of the ongoing EU funded research Reducing Boundaries (2014-2017) the paper contributes to the understanding of the role of the emerging 'culture of fear' as a fundamental contemporary societal paradigm (Beck 1992, Bauman 2003, Low 2004, Goldstein 2010, Casati 2012) that is leading to mechanism of segregation and exclusion through architecture and urban planning. Focusing especially on the behaviours, lifestyles, discourses and the spatial organisation of the upper class of Porto Alegre, driven by real or perceived urban insecurity, the research casts light on their impact on the built form, on the urban socio-spatial organisation and on the pluralism of social life.

Analysing a number of precise case studies, exclusive real estate projects, their living conditions and standards, their defensive systems and processes of formal-informal occupation and control of public spaces, we could unfold the boundaries and margins created within the very social fabric of the city.

The material expressions of the fight against insecurity incorporated in the architecture of the case studies (armed guards, walls and fences, gates, cameras) as well as the emotional geography of fear and the symbolic dimension that lead to certain behaviours, contribute to the definition and the identity of social groups as well as to the rise of tensions. The presence of strong social frictions, wealth and income inequalities, high crime rates in Porto Alegre lead to rise of the issue of urban safety as dominant discourse that has an important impact on society.

Through spatial analysis and ethnographic fieldwork (2014, 2016) we could recognise processes of territorial identification and spatial appropriation, reflect on the different (negative) perceptions of societal changes, on the spatial tensions and claims derived from the landscape of fear (Low 2004).

Discussing the case of Porto Alegre, the paper will contribute to the understanding of the emerging urban model of the Secure City, pointing out the references that the upper classes are explicitly or implicitly suggesting, the mechanisms of segregation and exclusion that are being introduced and the transnational influence of urban models on societies. Discussing those (negative) tendencies, that go far beyond the Brazilian city, is key to overcome exclusion, towards progressive responses for the future city.

**SLOT T21.S07 | ROOM C9 | PETTER NAESS | NMBU**

## **207 | SHAPING THE CITY OF TOMORROW IN EAST ASIA: CONCEPTS, SCHEMES AND IDEAS FOR URBAN DEVELOPMENT FROM 1960S TO 2010, AND BEYOND.**

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**ABSTRACT:** The paper attempts to outline the urban visions and architectural ideas and design vocabulary behind the formation of the large urban conglomeration in Japan, South Korea and China, and how the seeds of Western planning theories and architectural design practice have helped shaping and building the contemporary cities along the vast regions of Asia Pacific Region, and frame a local language in envisioning the city of the future.

Fuelled by an unprecedented economic boom in the recent decades, China has carefully planned a process of urbanization at a gigantic scale, supported by political will and determination in promoting a radical transformation of the economic system by shifting progressively from industry to services, and promoting the city as a fundamental element for this transition. South Korea and Japan are the models for this sort of urban transformation, both for the overall dynamics and the design and planning methods implemented, as South Korea experienced her fast urbanization process in the late 1980s whilst Japan has witnessed a great urban growth during the 1960s.

Old concepts and ideas imported from the Western planning tradition, such as the design of new towns, neighborhood units, gated communities, green belts and garden cities, high-rise living etc. are still essential practical elements implemented for the planning and design of the modern/contemporary urban landscape, and are largely adopted in the planning processes used in the structuring and organization of the cities and suburbs built in the region. New progressive concerns related to environmental, social and technological issues such as the Climate Change, growing pollution, the need for sustainable planning and more energy efficient, smart and eco-friendly devices for transportation and domestic use, the constant ageing of the population, among others, call now for very new ideas and bold and innovative schemes in the design and development of cities in East Asia, as well as around the world.

Reflecting on the contributions from East Asia to the discourse of planning and design a city for the future as promoted by single actors, larger cultural movements and national elites fostering economic ambitions and political agendas of autocratic forces (e.g. from the experimental cities by the Metabolists in Japan, to the more pragmatic urban development projects fostered by local and national governments in South Korea and China), the study tries to explain the key socio-economic factors and engines which have dramatically and radically transformed the skylines of the most dynamic and growing influential area of the world at the dawn of 21st century; it also aims at describe the origins of the various forms and elements of the modern built environments which have been shaped and molded by these same forces, and how/whether these urban forms embodies a true genuine East Asian vision of the city of the future, and what is the current trend in terms of new urban forms and architectural design research at the beginning of 21st century.

## **761 | THE CHANGE OF URBAN SPATIAL FORMS AND ITS INFLUENCING FACTORS – FROM TOWN PLANNING IN THE UK TO COMMUNITY EVOLUTION IN SHANGHAI, CHINA**

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**ABSTRACT:** Since the 1980s, the Urban Regime Theory, which interprets the influencing factors affecting urban spatial forms was initially proposed in the U.S. The founders of this theory, Logan and Molotch (1987) maintained that these factors could be concluded as three types of forces, which

represented the interest of governing parties, financial groups and local communities. Meanwhile, Stone (1989) argued that the coaction of these forces might decide numerous urban spatial forms in physical dimension.

Based on their understanding in Urban Regime Theory, the aim of this essay is to analyse how could planning processes of spatial forms be affected by each force and how could these forces interact with each other in deciding evolution of urban spatial forms. To start with, the classical theoretical model of urban regime theory will be interpreted. Secondly, the different generation of town planning during 1950s to 1970s in UK will be criticized to evaluate the changing process of spatial forms and spatial characteristics resulted from each force. Meanwhile, the interaction of three forces in spatial evolution will be interpreted through the community study in Shanghai, China. After that, the Urban Regime Theory would be extended based on the spatial forms evaluation both in UK and China.

Finally, the conceptual model would be proposed, which could explain the interactive relationship among three forces in influencing urban spatial forms. The conclusion would indicate that the urban spatial forms are affected by three types of forces reflected in different aspects mainly including spatial structure, transportation system, land shape, urban density and accessibility of infrastructure, etc. Depend on this model, the changing cause of different spatial forms could be explained more theoretically form the perspective of built environment, society and economy. More important, the prospective planning process and practice might be more predictable in the urban fabric dimension relying on this conceptual model.

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## 1003 | INTERNET+ URBANIZATION IN LESS-DEVELOPED AREAS\_CASE STUDY ON TAOBAO TOWNS AND VILLAGES IN CHINA

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**ABSTRACT:** Taobao is Chinese Amazon, an electronic commerce and cloud computing platform. To keep up with development of the times, many less-developed towns and villages in China have developed information economy, one of which is Taobao. According to the latest Chinese Taobao Village Report (2016), there have been 135 Taobao Towns and 1311 Taobao Villages with rapid growth until August, 2016. As a significant turning point for urbanization, electronic commerce has reconstructed the physical space, industrial structure and social environment of those, leapfrogging industrial development stage innovatively. So this paper takes a few Taobao Towns and Villages as reference to analyze typical process of development and its internal mechanism. First, indicate the advantages of Taobao Towns and Villages. Second, specify their features in the process of development. Third, analyze their bottom-up mechanisms. In summary, Internet+ less-developed areas has been a successful and dignified match. On one hand, towns and villages have very low costs and abundant agricultural products, which are an important foundation for characteristic construction. On the other hand, as emerging industries, Internet have been a significant catalyst in the development of those less-developed areas. Their three typical features are characteristic construction, service modernization and intensive urbanization. What's more, their internal mechanisms are presented mainly as a few new modes, such as bottom-up development of their own, linkage of towns and villages, etc., which keeps balance of government-market-villager Partnership. Therefore, it worth considering and bringing into the urbanization of those less-developed areas in Europe.

**KEYWORDS:** Taobao Town and Village, less-developed, Internet+, electronic commerce, urbanization, bottom-up



## 1115 | SHAPING URBAN FUTURES INTO A GREAT HISTORY. VISIONS FOR CITIES FROM AN ANCIENT PAST.

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**ABSTRACT:** Focus of this contribution is the process of framing urban regions and visioning their possible future development through selecting, organizing, interpreting, and making sense of a complex reality to provide guideposts for knowing, analyzing, persuading, and acting (Rein & Schön, 1993:146). This creative practice, by the use of spatial representations of the plausible future of urban regions, is intended not only to indicate physical changes, but also to stimulate debate on sharing responsibilities and resources (Balz & Zonneveld, 2014), and to establish a sense of place and to give it meaning (Ache, 2013). Vision making is deeply engaged with specific spatial environments and their distinct geographies and has territorial implications. It challenges formal spatial planning by leading to the definition and re-definition of issues, boundaries and solutions. Furthermore, the positioning of the metropolitan city in the global competitiveness system takes major advantages in being rooted in local features.

The paper concerns the imagination of spatial solutions for planning purposes in cities and urban regions that base their global competitiveness on an ancient but important past. The case of the strategic plan for the metropolitan city of Florence is presented as a vision-making process of a context that sums up many problems that historical Italian (and European) metropolitan cities are facing nowadays.

Being the envisioning of possible futures a real necessity in contexts of uncertainty such the actual one, the imagination of new futures is now challenged by the need to confront with global rhetorical adjectives such as smart, resilient, sustainable, and to set them up within the city's specificities. In the process of definition of current scenarios and trends for the Metropolitan city of Florence, these rhetorics have laid in the background of an approach aimed at considering into a synergistic and integrated way two different design scales (macro and micro), with their projects and practices (stories). These resulted in questions of identities among the diverse territories within the metropolitan city (from the Chianti Shire to the Mugello' region, passing through the Historic Centre of Florence - UNESCO World Heritage Site), integration among city uses and users (inhabitants, tourists, city users and, more recently, migrants) and new forms of housing and living (co-living, co-working). If the macro-stories are derived from statutory, traditional planning, micro-stories are related to the field of tactics, and became a fundamental element for achieving the three strategic visions of the plan, aimed to reach a new 'metropolitan renaissance'.

Starting from this case, the paper discusses the role of regional design as a possible way to understand and interpret the city and its future, and defines issues to tackle and perspectives for both academic research and empirical practices.

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**14 JULY | 14:30PM**

**SLOT T01.S08 | ROOM V0.03 | TERESA FIDÉLIS |  
UNIVERSIDADE DE AVEIRO**

## **760 | CONFORMANCE VS PERFORMANCE: ZONING OF THE URBAN AGRICULTURAL ZONES IN TAIWAN**

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**ABSTRACT:** Urban planning is the result of political decision-making, but planning methods or tools cannot act as a panacea for problems in the city of globalization and urbanization. In general spatial planning theory, there are two type of planning, conformance-based planning and performance-based planning. These two planning models relate to respective cultural assumptions and technical procedures finally producing, in virtue of their juridical effects, different operational consequences on spatial development and on territorial governance.(Rivolon, 2008) In conforming planning, a normative prescription or standard will be established, end up generating project plans that focus on the adoption of the plan. Although material effects of the plan easily to be evaluated, the initial plans may be misread or interpreted in unexpected ways and result in otherwise outcomes. In performing planning, planner will propose a vision of future spatial development and make future open, then strategic plans produced in the dynamic negotiation of decision making. That make the objectives of the plans remain flexibility but the effects hard to be evaluated.(Faludi, 2000; Rivolon, 2008) The former was widespread in almost all European countries and United States, and the latter can be seen in Dutch and United Kingdom, now being increasingly practiced across Europe.

The conformance-based planning is usually implemented as traditional zoning, aiming at segregate different type of land-use, in order to achieve the planned objectives. Such planning tool applied in Taiwan since 1964 and regulated land use control under the Urban Planning Act. However, there are many defects in implementations. First is the poor administration leads to the low land-use efficiency. Second, the strict and rigid regulations limit the flexibility and potential of future land development. Thirdly, the disregard of the environmental carrying capacity in the zoning plan. In the urban context, due to the lack of actual guidance of master plan and appropriate management, regulatory ineffectiveness as a result, the actual use of farmlands usually deviate from the purpose of agriculture. From property market perspective, since the farmland has set to be as reserved land for future urban developments. The expected value of such under-used lands has been increasing. On the other hand, the violation of zoning ordinance is the most frequent problem encountered that converted farmland into factories or housing illegally. As a result, the poor environmental quality is an inevitable consequence in addition to challenging the land-use regulations.

Hence, the purpose of this paper is to discuss the phenomenon of the gap between the plan intents and the actual results. We will conduct a thorough literature study on conformance-based and performance-based planning theories first. Then we will analyze the current planning issues of urban agricultural zones in Taiwan. By proposing performance-based land-use control tools on urban farmlands, we believe it could avoid inappropriate land-use damaging the farmland and negative externalities. In addition, we will expect to match the performance control principles with various types of farmland in Taiwan and feedback to the revisions of current land use control in order to compensate the effectiveness of zoning plan.

**KEYWORD:** Conformance-based planning, zoning, performance zoning, agricultural land

## 982 | THE TRANSFORMATIVE POWER OF DIALOGUE IN SUSTAINABLE URBAN PLANNING

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**ABSTRACT:** Despite the fundamental differences among planning theories, scholars agree that 'if planners ignore those in power, they assure their own powerlessness. Alternatively, if planners understand how relations of power shape the planning process, they can improve the quality of their analysis and empower citizens and community action' (Forester, 1989: 27). The two most influential and recognized approaches within power analytics as reflected in planning studies are 'power-over' (domination) and 'power-to' (capacity). 'Power-over' has been interpreted in planning studies as intimidation, manipulation, persuasion and authority (e.g., Flyvbjerg, 1998; 2002; Throgmorton, 2003; Albrecht, 2003; Schmidt and Mantysalo, 2013) that constrains professional planning practices. 'Power-to' has been explored in communicative, collaborative and reflexive planning approaches as the ability to react to existing power dynamics (e.g., Arts, van Tatenhove, 2004; Healey, 1998; 2003; Booher and Innes, 2002). These approaches are still extensively discussed by diverse planning schools, and 'the paradox of power in planning' (Hoch, 1992) still persists today. The problem seems to be whether the concept of power is still useful for planning theory. This paper discusses dialogue as a potential planning practice with transformative power. Here, transformative power is a mode of knowledge production that includes elements of language, subjectivities, institutions and spaces of action in which areas and strategies can be changed. Dialogue is a practice of transformative power in planning when values, facts and actions within and aside existing planning practices are transformed and improvised 'in concert'. Since dialogue empowers change in the creation and negotiation of identities and meanings, those elements of power that change in the course of dialogue are the analytical focus of this paper. This paper analyses dialogue practices within theories of 'transformative power' in the micro-dynamics of interaction among urban planners in their attempts to build contemporary planning strategies for the sustainable post-industrial future of Aalborg, Denmark. The empirical material is drawn from dialogic meetings, focus groups and individual interviews with municipal planners. This paper draws on the claims-making structure of these dialogue practices in planning and the performativity of planners in diverse moments of experience: when their values meet 'individual' and 'collective' binaries; when the facts meet attempts to coordinate the multiplicity of focuses in contemporary urban planning (e.g., climate change, environmental assessments, EU directives, leading certification methods, strategical and regional planning, and local development projects); and when the action desired by planners 'in concert' meets attempts to balance interests that include new metaphors and linguistics. Although this paper analyses the transformative power of dialogue from the perspective of sustainable urban planning, the question is of much wider importance for spatial processes, including processes of transnational governance, neoliberalism, globalization, migration and integration, which affect contemporary planning and the methods of deliberating about the future of planning theory.

## 1197 | CRITICAL DISTANCE IN URBAN PLANNING. WILL SMART, SUSTAINABLE AND RESILIENT NARRATIVES SAVE OUR CITIES? INSIGHTS FROM DELHI METROPOLITAN AREA

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**ABSTRACT:** New Delhi the second largest megacity in the world with a population of 25 million inhabitants. Its metropolitan area is under severe vulnerabilities due to the lack of control of planning instruments on urban transformations. Needs in housing, natural resources, infrastructure, transport, sanitation systems, public services (health and education) are definitely going beyond local and regional government response capacities. Planning efforts seem to have been instrumentalized under distinct historical moments, namely colonization, state control over land and nowadays capitalism and globalization. This led to the advent of an unplanned urbanism, with its extreme consequences and risks. It is intended to establish this nexus by revisiting the key planning moments in Delhi along with its different socioeconomic, cultural and political frameworks across time. Finally, we draw conclusions on how actual urban development models such as 'sustainability', 'resilience', 'participated governance' or 'smart cities' are being framed, perceived and applied under the context of Delhi urban planning

instruments, policies and research. It seems that these narratives are serving as means to achieve specific goals by different drivers and actors. The discourse of sustainability is used to sell gated urbanizations for higher income classes, situated in greened areas, far away from slums and pollution. Resilience and horizontal governance is pursued by the state as a means to make citizens resistant and accountable to deal with city problems and risks withdrawing public institutions from its own responsibility. Smart Cities Agenda is based on a huge investment on technologic information systems (Delhi is home to many ICT companies) on the hope to end mobility and pollution problems, leaving aside the fact that 77% of Delhi population live under poverty, in precarious housing or without infrastructure (sewage systems, water distribution and services). It is intended to highlight the importance of these examples as key triggers for a deep rethinking on concepts and practices in urban planning field, keeping a critical distance from hegemonic concepts and looking closer at the influences and consequences of our current political-socio-economic environment. This communication presents preliminary results of research exchange at the Centre for the Study of Science Policy, Jawaharlal Nehru University (New Delhi) under the European Marie Curie project Crossing Borders. Knowledge, Innovation and Technology transfer across borders. The results were obtained through interviews to researchers, stakeholders and institutions in New Delhi. The project integrates ISCTE-IUL (Portugal), Jawaharlal Nehru University (India), Bradford University (England), and Tallinn University of Technology (Estonia).

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## **117 | VARIATION, DIVERSITY AND HYBRIDITY. THE IMPLEMENTATION OF THE FIRST AND SECOND GENERATIONS OF REGIONAL PLANNING STRATEGIES (RPS) IN NORWAY.**

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**ABSTRACT:** The theme of this paper is the implementation of the Regional Planning Strategy (RPS) in Norway. The new Planning and Building Act (PBA, 2008) introduced the RPS as a new tool for the regional planning system. Consequently, the system of regional planning changed substantially. This paper addresses a) how the RPS as a new tool in the PBA of Norway is understood and implemented in practice, and 2) if or how this implementation is to be considered as institutional change of the regional planning system. The analysis comprises the first and second ordinary RPS's in Norway, within a time-span of 8 years. The first round of RPS's are analysed, and presented in our paper at WPSC July 2016. The second is under analysis.

The paper's analytical basis is within institutional theory, (c.f. Scott 1995, March & Olsen 1989, Mahoney & Thelen, 2010). We apply an analysis of interpretation according to Røvik (1998), where implementation comes about through several stages of understanding, interpretation and translation (Røvik, 1998, Hill, 2013). The second main perspective is how institutional change can happen within incremental institutional change (Mahoney & Thelen, 2010), since incremental changes of an act may happen through implementation- practice. The data and is based on the study of documents: 1) the PBA of 2008, the pre-work to the act and the guidance material to the RPS. 2) All the RPSs' developed according to the PBA of 2008 in Norway (36 altogether of round 1 and 2), and the case paper following the discussion and the adoption of the RPS in each county. 3) The 'National Expectations to local and regional planning' and central state's letters of final approval to each RPS.

This paper shows that in the first round of developing RPS, the counties' implementation is surprisingly diverse. Even a hierarchical mode of implementation of a new element in the PBA seems to enjoy great freedom with respect to translation and re-contextualisation. We define four ideal types of adaptive modes: the Challengers, the Loyalists, the Independents and the Designers. The implementing praxis of the new RPS tool at the levels of both the central state and the regional governments contribute to the hybridity of the planning system. Hence, a planning system consisting of two parallel logics of policy development is strengthened: one characterised by being negotiated in networks, the other by traditional public decision-making logics directed by the regional planning authority (the county council). The re-contextualisation of the RPS from a strategy of planning (PBA of 2008) to a plan (PBA of 2014) reinforces the degree of hybridity. We argue that the new regional planning system does not necessarily fulfil the task as the connection between a strategy of planning and the actual planning itself.

## **119 | LIBERTY, PROPERTY AND THE STATE: CONCEPTS, IDEOLOGIES AND THE INSTITUTION OF PLANNING - A METHOD OF ANALYSIS**

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**ABSTRACT:** The institution of town and country planning is intimately connected with concepts which are notoriously hard to define. Another way of seeing the problem is that the meanings of these concepts and the relations between them are deeply prone to contestation. Such concepts include 'liberty', 'property'

and 'the state'. In W.B. Gallie's terms, these are 'essentially contested concepts', and they lie at the core of the institution of English town and country planning.

Following Michael Freeden, it is a function of political ideologies to seek to fix the meanings of contested concepts and thus exert control over political reality. Ideology therefore becomes both an agent of institutional change through discursive battles over the proper meanings and relations of concepts, and an agent of institutional stability through the exertion of temporary political control over these meanings. These insights offer a method for the analysis of the power of ideology to define the limits of politically acceptable thought, and thus shape a policy and programmatic agenda for the institution of planning. By deconstructing and analysing the particular conceptual structure of the ideologies which seek to influence planning from positions of political power at the centre (such as varieties of conservatism and liberalism), the analyst can with nuance show how these ideologies are related to the conceptual and institutional structure of planning as manifested in new regulations, guidance and practices. The method therefore refines Freeden's conceptual theory of ideology into a tool for the analysis of the relationship between political thinking and the institution of planning. What emerges is an account of institutional change at the centre being partly driven and legitimised by ideological battles over concepts which are fundamental to planning. It is the presence of such deeply ideologically contested concepts at the heart of English planning which partly lends it its stability, while simultaneously rendering it inherently prone to continual reform and adjustment. The paper explores this analytical method through an account of the institutional reforms introduced by the Conservative-led Coalition government in England after 2010. The paper shows how the neoliberalisation of the concept of liberty interacted with traditional conservative concepts of property and the state to influence the institutional changes to planning which were introduced within the first three years of government. This method for the analysis of the relationship between ideologies and the institution of planning is transferable. It could be developed to identify the concepts which are core to planning in different contexts, and how the competing ideological contestations of these concepts have shaped the institution of planning. The method offers a way to analyse the varieties of neoliberalism which manifest across different times and political cultures, and their influence on planning in those contexts. It could also be used to identify whether there is an ideology of the institution of planning which is distinctly European, and what this may mean in a post-Brexit world. The method therefore lends itself to comparative analysis, giving a political theoretical edge to complement the existing cultural strand of comparative planning theory.

## 141 | LEARNING AND GOVERNANCE CULTURE IN PLANNING PRACTICE – THE CASE OF OTANIEMI

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**ABSTRACT:** The paper sets off by discussing the relationship between pragmatism and planning research from the perspective of the broad scientific tradition of Organization Development (OD). OD is a spin-off of Scientific Management, which developed after 1945 mainly to serve large private corporations. Chris Argyris, Donald Schön, Peter Senge, Ikujiro Nonaka and Hirotaka Takeuchi, and others, have moved the field gradually away from profit as the sole criterion of management, and brought forth humanistic values and the motive of psychological self-development. American pragmatism (James, Peirce, Dewey, Mead) has had a strong influence on OD, and it has provided a specific flavour to the latter's systems-theoretical approach. In line with pragmatism, the OD tradition works with a process concept of knowledge: knowledge is not seen as pre-existing in libraries, agency documents, computer files, or in the expert's head; it is rather designed by small task-oriented groups of both experts and clients. Knowledge is the product of a social learning process, bringing mutual understanding of a problematic situation and providing, at the same time, means to alter that situation. Knowledge is bound to specific real-life contexts and problems and goals that are relevant in those contexts. What is generalizable is not knowledge itself, but the collective learning processes that generate knowledge. The research interest is thus on advancing organizations as learning systems. When applied to the field of planning and its organizations, the paper argues that this theoretical tradition needs further development, in order to grasp the learning challenges of planning practices that are posed by long-standing dilemmas in governance culture. Such dilemmas are often connected to institutional conditions that frame individual planning tasks. While, following pragmatism, the focus in the OD tradition has been on learning in coping with individual problem situations, it has failed to identify dilemmas that may have developed in the governance culture in a long period of time, framing the reflectivity on individual problem situations in counterproductive ways. Such dilemmas concern e.g. institutional ambiguity and the related lack of institutional trust. By drawing on Gregory Bateson's learning theory and organizational learning theories that have applied it, the paper aims to offer theoretical insights on learning in planning, in the face of such dilemmas.



As an example to illustrate the theoretical discussion, a recent participatory urban planning process in Otaniemi, Espoo, is examined. Observations are drawn on the development of the Otaniemi planning process with different incidents of learning and related opportunities.

## 184 | OPENING THE BLACK-BOX OF INSTITUTIONALIZATION: FIELDS OF ACTION AND PROCESSES OF NORMATIVE CHANGE IN RELATIONAL PLANNING

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**ABSTRACT:** The paper will address a classic, yet totally actual, problem for planning theory: the complex, dynamic and often conflictual process of institutionalization of emergent spatial practices into long lasting patterns of planning norms. Planning is increasingly concerned with the inherent dilemma between the need to valorize the innovative potential of social agency while at the same time catering for long lasting values of public good, justice, redistribution and democracy. This constitutive tension of planning is today even more evident and urgent in both theory and practice. In the last decade we see a diffusion of policies promoting experiments of urban change, often serendipitous, citizen-led initiatives of 'self-regulated' private action. Planning theory is therefore questioning the nature of existing planning norms and it is currently searching for new types of regulatory frameworks. Nonetheless, existent conceptualizations are not clear on how these frameworks emerge and institutionalize. In the paper I address this limit of current planning theory, discussing how episodic practices problematize and impact on the broad normative frameworks of planning such as legal frameworks, long term strategic visions and land development models. In the presentation I address this enigma by linking relational practices with the 'hard' regulatory structures of planning and land development. To do so, I build on sociological institutionalism (e.g. Giddens and Ostrom) to explain the dynamic linkages between planning practices, planning policies and regulatory-economic resources. In particular, I offer a multilevel understanding of institutionalization across three fields of action, focused on two main processes: the field of legal articulation, the field of spatio-temporal intervention and the field of resources allocation. The two processes linking these fields are defined 'regionalization' and 'risk re-organization'. These two processes, I argue, are the missing links in the current institutional theory of planning, and are necessary to explain how practices (can) affect existing regulations. To illustrate this framework I will draw on concrete examples of practices in the context of Amsterdam.

## 284 | INCLUSIVE PLACE-BASED LEADERSHIP - A NEW BEACON FOR PLANNING THEORY, EDUCATION AND PRACTICE

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**ABSTRACT:** Planning theorists, notwithstanding their long-standing interest in social and environmental justice, have paid very little attention to the way planners can act as local leaders to advance progressive values in the modern city. Leadership, in both theoretical and practical terms, is neglected despite the fact that planning professionals often point to the important role of bold and imaginative leadership in delivering effective planning policies. This paper, which takes account of the growth of right wing populism in both Europe and the USA, explores the changing nature of place-based leadership in our globalising world and considers the implications for planning theory, education and practice. The paper is organised into four parts. An opening section explains how, in discussions of public policy it is important to distinguish between 'place-less' and 'place-based' power. It will be hypothesised that, if planning is to be effective, those who exercise leadership in planning need to advocate the power of 'place' against 'place-less' power. A conceptual framework for understanding the power of place, and the relationship between place-based leadership and public innovation will be outlined. The second section will show how planning theorists have neglected 'leadership' and will consider possible explanations for this intellectual inattention. The third section will outline three examples of inspirational place-based leadership: 1) The City Office model of leadership in Bristol, UK; 2) Planning for social sustainability in Malmö, Sweden; and 3) Equity planning in Portland, Oregon, USA. The conceptual framework is used to help explain the role of planners

in mediating conflicts and bringing about progressive change. The final section, in an effort to construct new avenues for planning scholarship, highlights three themes: 1) The need to combat the neglect of leadership theory in spatial planning theory, education and practice, 2) The relevance for planning of new insights relating to the leadership of public service innovation in challenging times, and 3) The possibilities for embedding inclusiveness as a core value in planning theory, education and practice. The discussion will suggest that planners can play a constructive and important role in the creation of the just city. Much depends on the local configuration of power. It follows that leadership behaviour and planning practice need to be tuned to the local context.

## 523 | ENTREPRENEURIAL ACTIVISM FOR URBAN DESIGN: THE CASE OF EUROPEAN'S ADAPTABLE CITY PROJECT

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**ABSTRACT:** The aim of this paper is to contribute into the concept of entrepreneurial activism for architecture introduced by Keller Easterling (Keller Easterling, *The Activist Entrepreneur* John Wriedt ed., Architecture: From the Outside In (New York: Princeton Architectural Press) — 2010). Easterling introduces the figure of the entrepreneur between the architect and the activist to suggest new ways of introducing change into the urban environment: incremental, gradual, non-linear, multifaceted, collective and tactful. Easterling urges architects to understand the power of the multiplier and of promotion as well as that of unreasonable inversions. The paper examines how such approach takes place implicitly and explicitly within some of the urban design winning projects of European's 13th session entitled the Adaptable City II (European is a European urban design competition for young professionals under 40 years old, and it takes place every two years with the participation of 45- 50 cities from all over Europe). More precisely, how the winning urban design projects become part of a negotiation apparatus in the hands of the urban actors operating within uncertain and unpredictable urban environments in perpetual transition. The challenge for such negotiation among the urban actors is firstly to foster the presence of the public domain when there is a decreasing absence of the welfare state and to promote sharing within a decreasing segregated urban world. Secondly, it is to manage tensions between the agendas of the on-site urban actors and those of the incoming ones. Usually, new inputs in competition sites invite the urban actors to deal with multi-geographic realities caused by the transformation of on-site localities by incoming flows and uses due to new urban network connections such as transport nodes and translocal program. The author analyzes the points of departure of the E13 winning projects' design approach in ten competition sites (Bondy, Montreuil and Vernon in France, Vienna Kagran and Polten in Austria, Lund in Sweden, Stavanger and Trondheim in Norway, Landsberg in Germany and Molfetta in Italy). More precisely, he investigates how the concepts of multiplier and unreasonable inversions, emerging from the winning projects, become part of the urban actors' negotiation apparatus. How the winning projects establish a multiagency role in two ways. Firstly, by enhancing public and collective uses into the competition site, profiting from incoming urban dynamics, or by revalorizing existing local ones. Secondly, by creating relations between object oriented approaches (materiality, space), with process oriented ones (methodology, time, actors). The paper shows how such urban design projects establish multiple negotiation thresholds that gradually could increase sharing in co-producing the city. They create new actors, new alliances, new tensions, new spaces, uses and urban connections. Such urban design projects are blueprints for the negotiation apparatus of the urban actors, enabling them to gradually change power relations between them through practices of learning.

## 579 | ACCOUNTING FOR TRANSACTION COSTS IN PLANNING POLICY EVALUATION

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**ABSTRACT:** The costs incurred in the design and implementation of planning policy instruments are not always considered sufficiently. In order to increase the efficacy of planning policy instruments, these transaction costs need to be taken into account. While such transaction costs are expected to vary according to their institutional design and arrangements, up to now there has been no systematic research concerned with how planners should consider transaction costs, and other institutional aspects, as

evaluation criteria in planning policy analysis. This paper investigates how, and in which stages, these costs can be included in planning policy design and analysis. Using the literature of transaction costs and new institutional economics, this paper proposes a framework for integrating these costs into evaluating planning policy instruments. This framework consists of different factors that influence transaction costs in designing and implementing a planning policy instrument. Although some researchers have discussed the influence of factors concerning the characteristics of transactions and transactors, there has been limited consideration of the importance of factors related to the characteristics of a policy. This paper argues that policy characteristics, such as, simplicity, age of the policy, precision of the policy, policy approach, public involvement and participation, and policy credibility and consistency, can affect transaction costs in any policy. Therefore, the paper concludes that, in addition to transaction and transactor characteristics, a 'policy characteristics' category should be included to emphasize the importance of policy selection and design in transaction costs of a planning policy instrument.

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## **848 | SIMPLEXITY, COMPLICITY AND EMERGENT COLLECTIVITIES: INFORMAL URBANISM IN ROME**

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**ABSTRACT:** As cities continue to grow worldwide, with many booming and others struggling and / or shrinking — and the same goes for districts and neighbourhoods within cities — issues of equity and sustainability increasingly define the domains of politics, policy, and economics in the urban realm. While making plans, policies, and designs for cities has become more sophisticated, and more successful and effective when aligned with growth and economic development, there remain many instances where poverty, decline, economic and social disparities, pollution, etc. stubbornly resist improvement. This latter holds true for a wide range of policy and planning tools, whether carrot or stick (incentive or disincentive), including infrastructure investment, design improvements, and social programs (incentives); or regulations and tariffs (disincentives). Is there something as (or more) effective than planning and policymaking in institutional arenas to address these problems?

This chapter highlights the response of activist citizens in one city, Rome, Italy, to the multiple crises confronting them. Since the onset of the crisis in 2007 / 2008, Italy has been rocked by multiple, overlapping, and mutually reinforcing circumstances that have kept its economy in decline. This chapter reports on and analyses the way grassroots collectivities design an entirely new way of living in situ in their city. Two cases are analyzed: SCUP! (Sport e Cultura Popolare) and Communia.

The first occupation of Scup! (Sport e Cultura Popolare) occurred in 2012, when the crisis was deep and continuing. In this new and volatile context, created and compounded by the ongoing crisis, the attitude toward civic engagement and self-determination gained in the era of post-war democracy is now turning into a powerful tool for constructing a radically alternative politics. This is being expressed by new social movements, of which Scup!

Communia is a grassroots mutual aid society formed by a group of activists who occupied an abandoned warehouse owned by the municipality in the San Lorenzo neighborhood and called it Communia. Communia is located in the neighborhood of San Lorenzo, at the eastern border of the city-center. It is a neighborhood with a longstanding tradition of political engagement.

The SCUP! and Communia networks provided frameworks for resilience since they released the communities of activists from the productivistic approach that is central to the mainstream economy. Generally, movements tend to have a life-cycle (Prujit, 2003). Yet that does not necessarily imply that a movement must end, but the evidence throughout the rest of Italy suggests that it may weaken the insurgent impulse. Rome seems to be an exception, since the new network of grassroots movements and collectives is resilient, despite structural changes, fragmentation and adaptation to the social and political context. The network seems not to want to reject institutions or representative democracy as a whole. Instead, it has introduced important new practices where politics can be understood in a more pro-active and participative way, and in a stronger bond with the territory itself, independent of their extra-institutional nature.

In this way, community-organized grassroots networking served as an important platform of resilience which allowed, to an extent, more sustainable approaches to urban living and transformation in a time of extreme crises.

## 926 | GOVERNANCE IN MUNICIPAL URBAN MANAGEMENT: DIVERSITY AND INTEGRATION OF ACTORS. THE BIP / ZIP PROGRAMME, LISBON.

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**ABSTRACT:** A series of factors like globalisation, the growing complexity and fragmentation of society, the uncertainty of the future, the financial crises, the “weakening” of the state, the shift towards a market-oriented ideology, the disconnection between public authorities and citizens, explain in part the failure of traditional modes of action and public administration.

All these elements increase the challenges for the state and administration in its role as regulator, policy maker and service provider, creating the need for new forms of coordination between different institutions, territories’ scales and actors.

There is currently a growing number of organisations, institutions and actors intervening in territories coupled with the increasing number of subsystems that are drawn in a horizontal and vertical plane within different levels of authority, power and a diversity of stakeholders. This process of fragmentation makes the territorial system an entity which is increasingly difficult to manage.

Within this context, this study sees the governance of urban administration as an integrated approach that incorporates the components of horizontal cooperation, vertical coordination and the participation and involvement of actors in territorial management.

The case study in this paper will be the BIP/ZIP programme in Lisbon. The programme as a whole, as well as the approved projects from 2011 to 2016 will be analysed. One of the strengths of this programme is the number of actors involved as project partners and leaders, taking an approach to urban administration that involves a focus on governance and multiple actors.

## 995 | REORGANIZATION OF STAKEHOLDERS IN URBAN MANAGEMENT. THE CASE OF PARTICIPATORY BUDGET IN LISBON

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**ABSTRACT:** Self-organized movements are a form of manifestation of society that aims to promote the defense of the interests of the group. With great importance at the local / municipal level this Self-organized movements have been gaining greater visibility and dynamism in the last years, namely in Lisbon.

The appearance of participatory programs by the municipalities was a boost for some elements of the population to form as pressure groups to defend their interests in the field of urban space in the sense of their qualification or requalification.

This communication analyzes the evolution of the development of the self-organized movements in the process of Participatory Budget (PB) of Lisbon. The PB can be considered as an informal example of urban management, with the direct participation of the population in determining priorities regarding part of the municipal budget. The PB is a mechanism (or a process) whereby the population decides, or contributes to the decision making, about the destination of a part, or all the public resources that are available for a certain territory.

This initiative has begun in Porto Alegre, Brazil, in 1989. In Portugal, the first phase (until 2004) consisted in consultative and in-person processes; the second phase (post-2005) included deliberative processes with the possibility of multichannel participation. Also, in this last phase, the Town Councils developed autonomous processes of the municipalities. Lisbon was the first European capital to implement the PB, and had his 1st edition in 2008, in this context, in July of 2008, the Lisbon Charter of Principles of the

Participatory Budget was approved, which defines the objectives of this program and indicates the principles by which it should be governed, with an annual evaluation of its results and the introduction of pertinent changes for the improvement, deepening and progressive extension of the Participatory Budget, which reflects its admittedly evolutionary nature.

The methodology followed includes the analysis of the types of the projects presented, their spatial distribution and objectives, the weight of the votes they had, the themes addressed and the investment applied.

The Lisbon Participative Budget already has a number of editions that allow the analysis of a temporal evolution of its performance and the understanding of the appearance and the development of self-organized movements with great importance in the voting and success of some projects.

## 1029 | PARTICIPATORY BUDGETING: CITIZENS' ENTREPRENEURSHIP, A FESTIVAL OF CREATIVITY OR LOCAL AUTHORITIES' WAY TO ADDRESS URGENT NEEDS IN BASIC INFRASTRUCTURE?

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**ABSTRACT:** Participatory budgeting (PB) has its origins in the 1980's in Latin America as an innovative methodology enabling democratization and social justice. Since its first introductions in European cities in the 2000's, its popularity is increasing. (Sintomer, Herzberg, Röcke, 2008) The tool itself relies on multiple procedures and is being used in many different forms, scales and configurations. Among European countries a vast majority is nowadays using PB as a regular instrument in development policies – from small towns to capital cities – tailored to local governance and empowering citizens.

In Poland, the first attempts were made in 2003, and since 2011 PB was initiated in most of the major cities in the country. (Rachwał, 2013) Wrocław, one of the biggest cities in Southwest Poland, has introduced PB (Wrocławski Budżet Obywatelski – WBO) in 2013 with a fund of 0,1% of the municipality's annual budget – 4,000,000 PLN (approximately € 1,000,000). Since then, it is being organized yearly with the budget and citizens' involvement growing almost exponentially.

The Netherlands, on the other hand, was introducing PB gradually from 2005. Rotterdam in 2013 initiated PB (Stads Initiatief –SI) with a yearly amount of € 2,500,000 (0,08% of the municipality's annual budget). SI was introduced in Rotterdam for 4 years and was recently replaced with different instruments (e.g. Right to Challenge). Despite criticism, the phenomenon of a tool such as PB may be associated with its direct relation to the principles of democracy but may also have a psychological background – giving dwellers a sense of social justice and direct influence on the city's investments as a result of a funds allocation procedure. However inhabitants perceive the process, the real impact can only be seen after taking into account the outcomes. Therefore, the paper investigates the procedure of PB in Wrocław and Rotterdam, but also its results and reception of investments.

After a brief introduction and overview of how public budgeting-like tools can vary, the investigation focuses on the outcomes of the procedure in Wrocław and Rotterdam and main criticism from local authorities, citizens and professionals. The paper aims to explain if and how citizens are using PB to change the city structure by addressing questions: Do citizens use PB tools to boost a development in their neighbourhood or district? Or is it rather a competition of creative activists and social media masters – a popularity play with rather accidental role for neighbourhoods' needs? Or maybe WBO and SI are just smartly used tools for authorities to keep the public busy and to fix gaps in the basic city infrastructure?

**KEYWORDS:** participatory budgeting, bottom-up development, Wrocław, Rotterdam, citizens' participation;

**REFERENCES:** Forester, J., On the theory and practice of critical pragmatism: Deliberative practice and creative negotiations. *Planning theory* (2013); Healey, P., The communicative turn in planning theory and its implications for spatial strategy formation. *Environment and Planning B: Planning and design* (1996); Innes, J. E., D.E. Booher, Reframing public participation: strategies for the 21st century. *Planning theory & practice* (2004); Rachwał, M., Conditions of use of civic budget in public administration in Poland. (2013); Sintomer, Y., C. Herzberg, and A. Röcke, Participatory budgeting in Europe: potentials and challenges. *International Journal of Urban and Regional Research* (2008).





## 1098 | SUSTAINABLE URBANISM AS THE ARENA FOR NEW COALITIONS: THE (SPATIAL) PRACTICES OF THE WALKABILITY MOVEMENT IN CHENNAI

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**ABSTRACT:** In light of vastly growing urban population and deteriorating supply of adequate services for citizens, social movements in Indian cities have sought ways to reclaim urban space and enhance quality of life while aiming to address social injustices. In this context, the issue of walkability in terms of the existence of and access to decent pedestrian infrastructure has arisen as one focal point where new movements in the city of Chennai have congregated around. Initially, a large variety of groups lobbied for walkability, and in doing so expressed diverse logics and engaged in diverse spatial practices. However, only very few actors proceeded to develop a close working relationship with key municipal policy makers in Chennai. This coalition resulted in the adoption of a non-motorized transport policy with the aim to move away from a car-centric approach of street planning. Thus, in the process, the set of actors that originally formed the walkability movement split into a successful coalition of implementers and a resistance movement that continues to discuss alternative pathways. While the practices of the former have become 'lived' in public spaces in the city, the latter remains visible foremost in activist discourse.

This paper aims to investigate how and under which conditions what starts as a series of loosely interconnected social movements – whether insurgent, bourgeois or else – becomes a regular (spatial) practice in the context of new urban (sustainability) movements in India. Based on qualitative interviews, media analysis and participant observations we establish the contingencies and ruptures this consolidation process entails, and seek to identify the larger societal transformations triggered by the emergence of such movements. Furthermore, we shed light on questions of socio-spatial and environmental justice that emerge in the process of consolidating mobility practices.

Our results point at the 'arena' of sustainable urbanism and its 'spaces of dialogue' being built upon the power imbalances that emerged between actors in the process of entering the walkability movement. The non-motorized transport policy in its assembling as well as in its implementation has failed to enable diversity and social citizenship. Based on the contingencies and ruptures we identified throughout the process, we will discuss the emerging narratives and planning paradigms that sustainable urbanism brings forward in Indian cities.

**SLOT T04.S08 | ROOM GA2 | CECILIA SCOPPETTA |  
INDEPENDENT RESEARCHER**

**170 | ARTS AND CULTURE STRATEGIES FOR ACTIVATING  
NEIGHBOURHOOD PUBLIC SPACES: BRINGING ARTS TO THE  
HEARTLANDS OF SINGAPORE**

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**ABSTRACT:** In 2011, the National Arts Council Singapore started an initiative of establishing the Community Arts and Culture Nodes in local neighbourhoods that extend beyond the traditional formal art venues, such as museums, art galleries or theatres. By 2025, there would be more than 25 of such nodes island-wide. The key objectives are to provide greater access to the arts through regular quality arts programmes in the local high-density housing neighbourhoods, to activate neighbourhood public spaces through arts and culture initiatives and to increase the opportunities for social interaction and community bonding.

Through a series of observational methods, spatial neighbourhood analyses, pop-up booth activities, surveys, interviews, post-event and focus group discussions, this study investigates the capacities of five Singaporean neighbourhoods to create culturally rich and vibrant environments as well as unique art experiences and participation opportunities for the local residents. The key focus of this paper is the neighbourhood spatial analysis that involves mapping and assessing available outdoor (and indoor) neighbourhood spaces, their characteristics, strengths and weaknesses, as well as the symbiotic relationship between the quality and capacity of space design and programming in relation to arts and culture events and activities. The premise is that for the optional activities, such as arts and culture events, the quality of spatial design and programmes (among other factors) plays an important role.

Building upon extensive literature review, local Singaporean and international case studies, a framework for identifying and evaluating neighbourhood spatial opportunities is established, consisting of a set of qualitative (and quantitative) indicators of hardware (spatial), software (programming and social activities) and orgware (operational) performance of neighbourhood urban spaces. General spatial conditions (such as the level of enclosure, pavement and scale/size of spaces), locational criteria (intensity of movement – proximity to most frequented pedestrian movement paths, and intensity of pedestrian stationary activities – proximity to well-used spaces), and criteria for good public space and suitability for arts events and activities are seen as critical for determining the choice of most suitable arts and culture nodes in the local neighbourhoods. Open public spaces near paths of high volume pedestrian traffic, under-utilised spaces, indoor high-quality non-dedicated arts spaces and temporarily unoccupied spaces are some of the neighbourhood spaces discussed in reference to appropriate art activities and strategies.

By looking into what art can do for space (activating public space and neighbourhood), what space can do for art (spatial requirements and capacities) and what art and culture can do for the community (community participation), this paper distils the key concepts, strategies and principles for activating space through arts and culture in housing neighbourhoods. With the guide for choosing and activating spaces (and communities) in the neighbourhood, this study contributes to establishment of a vibrant neighbourhood cultural ecology with an aim to bring the arts into individual's everyday lives, boost a stronger sense of neighbourhood identity and attachment through arts, diversify, broaden and deepen arts and culture provision and engagement, and encourage stronger community bonding.

## 283 | CHRONICLING THE TRANSFORMATION OF THE HISTORIC CENTRE OF AREQUIPA (PERU): POLICY MOBILITY, INFORMAL CIRCUITS OF KNOWLEDGE AND LEARNING BY VIEWING

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**ABSTRACT:** Recent developments in the study of how policy ideas flow through global and transnational circuits of knowledge and influence policy and practice in different parts of the world, appear to focus on uncovering the paths followed from their place of origin to their adoption sites and on tracking down their transformations and mutations along the way. However, little has been said about the role these circuits play, not as transformers, but as filterers of policy and urban project ideas and hence, of their underpinning notions and intentions. Specifically, there is scarce empirical search on the so called informal circuits of knowledge and the 'learning by viewing' processes embedded in them, which can help to understand how this filtering role can potentially contribute to validate policy ideas and urban project implementation mechanisms that have been proven insufficient to manage the challenges of urban development in cities of, particularly, the South.

This paper, therefore, aims to address these research demands by chronicling the transformation of the historic centre of Arequipa (Peru), declared as UNESCO heritage site in 2000 and the role that the policy framework drawn by its master plan and specifically, the urban (re)design of the public realm had in it. This can be considered as an example of the cases where globally applauded policy ideas on urban renewal were neither transformed nor mutated, but were filtered and then inserted within the existing institutional and policy structures. Two concurrent processes acted as filtering circuits of knowledge. One, top-down, represented by the expectations of UNESCO's declaration and their group of experts as well as the aims of the international cooperation (AECID in this case); and another, bottom-up, represented by the processes of learning by viewing that the practitioners in charge of the development and implementation of the master plan and urban design projects experienced before and during the transformation process.

Through the revision of policy documents and plans developed between 2000 and 2002, semi-structured interviews to key actors and spatial analyses at the street scale, the research finds that, although the urban renewal policy framing the master plan came as a package of programmes that included monument restoration and preservation, regeneration of deteriorated areas, recovery of the public space and the return of housing to the city centre, the filtering process led to privilege the implementation of monument restoration and parks and squares renewal projects. Furthermore, the analysis shows that the implementation of pedestrianisation and walkability projects that were later included as part of the public space programme, were more an afterthought than guiding frameworks of these initiatives and hence resulted in unwanted changes in the land use. A main conclusion is that, although the transformation of the historic centre of Arequipa can be seen as a successful initiative in the Peruvian context, it limitedly contributed to the improvement of the urban quality of this culturally meaningful place. This suggests that, even in cases where policy ideas travel without much alteration, specific knowledge and the demand for specialised professional training, represented in this case by the use of urban design techniques and participatory planning mechanisms, not only do not accompany the process, but are quite hard to depict throughout the global flow of policy ideas.

## 601 | THE CITY FROM BELOW

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**ABSTRACT:** Even though children and kids are citizens to all intents and purposes (with their own needs and rights), on the one hand, their mobility across the city – as non-drivers – is strongly reduced, so that their «right to the city» (Lefebvre, 1968) is denied in practice (see: Bozzo, 1998; Dolto, 2000; Moro, 1991); on the other hand, they usually are substantially excluded from decisions concerning the urban spaces of their daily life since they are considered as non-adults, still-in-progress entities having no voice.

But it is worth remembering that, after all, the well-known definition of sustainable development explicitly refers to «future generations» (WCED, 1987). The exclusion of children from decision-making reveals the vagueness of such definition – «starting from how needs are to be defined and anticipated, and by whom» (Pellizzoni, 2012) –and, more generally speaking, the problematic character of sustainability itself.

Paradoxically, at a time of rapid demographic change, with their proportion of the population reducing (Harper & Levin 2005), children are experiencing «unprecedented» levels of intervention into their lives, for example in the form of academic expectations, surveillance and restrictions on their (already limited) mobility. In this sense, it has been argued that this is an «era marked by both a sustained assault on children and a concern for children» (James et al. 1998). Many children, in fact, currently live spatially segregated lives and the public realm is kept out of their everyday life as public spaces fall outside adult control and are therefore seen as a problematic influence on the socialisation of children. In this way, their everyday activities and spaces are structured in a pedagogical sense: they spend most of their time in institutionalised settings such as home, school and recreational institutions (Kampmann, 2004; Rasmussen, 2004; Hengst, 2007) providing children with well-controlled developmental opportunities and preparing them for their future role in society.

Recent years have witnessed an increasing interest in planning processes based on the involvement of children in design activities (e.g.: within participatory workshops). Such involvement could be utilised as a sort of litmus test to evaluate the sustainable perspective of the project, as it gives voice to weak actors.

Children's technical contribution (see: Tonucci, 1996; Paba, 1997) to planning and design activities can be particularly fruitful as they «bear specific needs» (Paba, 2001) and they are provided with a different sight, which means a specific experienced knowledge of urban spaces. They are also involved within the network of «weak ties» (Granowetter, 1983) of the neighbourhood level, where people are «within sights» (Mumford, 1968. p.35) and a «democracy of proximity» (Bracqué & Sintomer, 2002) may be possible. Children's sight from below can therefore help planners in anchoring sustainable alternative visions to the local dimension of daily practices.

The paper refers of an action-research carried out with pupils (11-13 years old) of very different secondary schools of the (fragmented) periphery of Rome. The study is focused on the understanding of children's representational language in order to involve them in planning activities aimed at enabling diversity and active citizenship.

## 727 | A METHOD FOR MAPPING THE PUBLICITY-PRIVACY SPECTRUM IN AN IRANIAN BAZAAR: THE STRUCTURE OF THE TABRIZ BAZAAR AS A PUBLIC PLACE

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**ABSTRACT:** The bazaar is an interwoven social and physical network, constructed through centuries of ongoing relations between the bazaar community, the states, the regular public, and other actors, such as the waqf endowment organization and the religious clergy. As a commercial center, urban heritage, and public place the bazaar is profoundly influenced by the quality and quantity of the presence of regular public members. By studying the functional, physical, legal, and cultural aspects of the involvement of public and private actors with the bazaar, this research addresses the following questions: How can we map the structure of a bazaar as a public place? How can we discover patterns of the distribution of public and private power in different areas of a bazaar, considering the four factors mentioned above? Does crowdedness of a bazaar represent social diversity and equality of all public members in its use and control?

The methodology of this research is designed based on a qualitative approach, with a single case-study strategy. A combination of literature review and spatial ethnographic research techniques are used for data collection. Although the methodological approach of this work is qualitative, quantitative observation techniques are applied in the fieldwork to test and support the qualitative results.

Since the publicity and privacy of urban spaces form a continuum in which precise borders cannot be identified, this research provides a method to study and map the spectrum of publicity and privacy in the Iranian bazaar. The presented method is designed based on indicators showing the publicity and privacy of spaces regarding the four factors of use, physical accessibility, ownership, and local territory-defining culture. The results of mapping out the bazaar, regarding the mentioned four factors, are juxtaposed to

produce a map showing the publicity–privacy spectrum of a bazaar. This method is modified specifically for and applied towards the case of the Tabriz Bazaar, located in the north-west of Iran.

The results of this mapping system reveal patterns that can explain the current structure of the Tabriz Bazaar as a public place. These patterns show how the levels of public or private power and influence regarding the four mentioned factors make the public life in one area of the bazaar different from other areas in it. In fact, understanding these patterns helps us to explain the reasons why the bazaar is the kind of public place that it is today. The outcome of this analysis can also help us to illustrate the physical domains within the bazaar that are formally or informally under the influence or control of public and private actors and users.

**KEYWORDS:** Iranian bazaar, public place, mapping method, the Tabriz Bazaar

## 856 | THE ROLE OF FESTIVALS IN IDENTITY OF PLACE; A STUDY ON THE RELATIONSHIP BETWEEN PERCEPTION AND EXPERIENCE OF PLACE; CASE OF ŞEB-I ARUS

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**ABSTRACT:** Festivals, besides their entertainment features, constitute connections between individuals and places. An individual's perception and personal experiences about a place generate the meaning of that place for him/her. This meaning is a component for creating a place image in the conscious mind. Moreover, the physical attributes, activities and meanings are the main components that festivals affect the identity of places. Since festivals have stories about their locals or themes that appeal for specific groups, they can be defined as place icons which contribute the symbols of peoples' memories and experiences that make the place more personal and unique.

In the global competition of cities, festivals are often placed among the first dynamics. While their economic impact is considered in urban policies, this study tries to answer which inputs create this impact. Therefore, the environmental psychology aspects of urban design are going to be discussed in the context of festivals. Considering religion is a powerful tool to create collective identity in Turkey, a case study that has religious theme and considerable support from government has been chosen. Şeb-iArus is taken as a festival due to its religious theme and meaning. Besides the strong relationship between the city of Konya and Rumi in the contexts of urban image and identity, Şeb-iArus Festival is going to be investigated as an essential concern in this respect.



## SLOT T04.S16 | ROOM GA4 | PATRICIA CANELAS | BARTLETT SCHOOL OF PLANNING, UCL

### 144 | PLACE-MAKING WITH CONCENTRATED OWNERSHIPS

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**ABSTRACT:** In inner London many real estate companies own and actively manage clusters of ownership—spatially concentrated property portfolios. The literature has framed this feature of the London property market as the revival of the estate model of development. That is, on the one hand, it is argued that the well-known London's Old estates are evolving from hands-off family businesses into professionally actively managed portfolios. On the other hand, it is argued that there are emerging clusters of ownership similarly actively managed. However, little is known yet about why property owners choose to cluster their portfolios, what their active management comprises and in what institutional context they operate.

Using an institutional account, this research examines clusters of ownership exploring their investment and management strategies and how the institutional environment affects these strategies. Methodologically, this research follows a multiple case study design and combines quantitative and qualitative methods, with predominantly qualitative methods. Quantitative data sources include the annual reports of property companies, which were analysed using descriptive statistics. Qualitative methods include semi-structured interviews with cluster owners and other stakeholders, which were analysed using content analysis.

Research findings suggest that property owners derive a twofold advantage from clustering and actively managing their property portfolio. First, they deploy an instrumentalised form of place-making in their neighbourhood by curating the mix of uses and tenant mix, their placement, and the space in-between the buildings. Second, they can occupy some of the empty governance space left by a budget-strapped planning system. These private interest-led forceful practices, coupled with a receding planning system, present new challenges to inner city regeneration power dynamics.

### 380 | SHARING OF SPACES IN CITIES – INNOVATIONS IN REDEFINING THE BUILT ENVIRONMENT

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**ABSTRACT:** The concepts of sharing economy and smart cities have gained popularity and are defining the 21st century urbanism due to connectivity and enabling technologies. The Global sharing economy is forecasted to grow at a CAGR of 139.4% to reach US\$115 billion by 2016 from US\$3.5 billion in 2012. The deep penetration of internet of things (IoT), in fact 'everything' into the urban lifestyle has resulted in e-commerce and mobile-commerce led consumerism. The holiday industry has been revolutionized by the influx of home-stays and platforms like 'Airbnb' that enable this behaviour by renting out of unused private homes. Hospitality platforms (Stayzilla, Stayology and OYO Rooms), transportation platform (Zoomcar, Ola and Uber) and commodity secondary markets (OLX) have strong presence and gained acceptability with the Indian consumers. Unleashing the spare capacity, these innovations cleverly make use of existing yet underutilized resources. India is an imminent market with urban population expected to rise up to 36% by 2026 from 28% in 2001 requiring associated social and communities infrastructure along with commercial and residential space for nearly 100 million 'Urban middle class' households over next two decades.

Building on these, the opportunities to expand the principle of sharing to the provision of physical, social and recreational infrastructure is yet to be explored for sustainable communities and smart city context. This paper considers how to expand the built environment infrastructure assets under the ambit of 'shareable goods'. How smartly we use the spare capacity of uses and thus reducing need for building more, when intelligent resource utilization and environmental benefits of sharing economy have no second thoughts. Clustering and co-locating land uses have always made possible the public-private sharing of space. Furthermore, this paper explores the credence in sharing economies becoming the backbone of

Smart economy, in the Indian markets using a case study approach and embedding paradigmatic shift in 'zoning' landuse planning approaches.

## 638 | POSSIBILITY AND MULTIPLICITY OF THE TEMPORARY COMMERCIAL PLACES

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**ABSTRACT:** In urban public spaces people practise a very rich variety of activities to meet their own needs and desires, giving life and vitality to the city. Some are conventional and alongside the planned uses of public spaces, others are more experimental and unpredictable; sometimes occur only once or are regular occurrences; sometimes are temporary or longer-lasting.

Many of these activities are related to commercial activities. Actually, the relation between commercial activities and urban public spaces is as old as the concept of the city itself. There has always been an inseparable, congenital, and even constitutive relationship between urban public centres and the places of commerce.

Taking the above ideas as a starting point, the paper presents some analyses carried out during of the current post-doc research project titled Post – Shopping Commerce. New Urban Patterns of Commercial Activities. The study aims to illustrate, enquiry and reflect on a wide range of new commercial models representing important engines for urban regeneration, alternative and innovative spots of interesting spatial, social and economic dynamics. In these spaces the city exhibits some of the key feature of urbanity: free access, density and the multiple mixing and overlap of people and activities that improve inclusivity, sustainability, conviviality, spontaneity and encounters meeting opportunity.

Specifically, the article explores the possibility and multiplicity that Urban Temporary Commerce offers. Emerging in a variety of types of urban locations and formats (leftover-stock market stalls in some disused warehouse, food tracks, pop-up stores and pop-up restaurants, sale of Panini stickers at subway exits, underground restaurants, sale of homemade products in some unusual itinerant stalls, and even poetry sold between the tables of a bar or botellones -street drinking), they are all accessible to the public, are not typically buildings (except in leftover and abandoned buildings) and they are never totally complete because they are open to unexpected actions and unplanned functions. They may be unexpected but also may occur on a regular schedule and become expected aspects of life in peculiar urban neighbourhoods, even contributing to the identity of those neighbourhoods. In all cases, they appear and disappear, without leaving traces and not having relevance for lasting (physical) changes. Nevertheless, occupying the urban public spaces, they transfigure, for a while, its meaning and values, expressing, many times, a socio-cultural identity.

Therefore, in order to act and build strategies that ensure a better quality of life for all within the contemporary city - increasingly defined as multi-social and multi-cultural entity - a more complex approach, that leads to a better understanding of the Temporary Commercial Phenomenon and its dynamic relation with public space, needs in-depth discussion.

**KEYWORDS:** temporary, commerce, public space.

## 751 | CHALLENGING COMMUNITY DIVERSITY THROUGH DIVERSE NEIGHBORHOOD DESIGN PRINCIPLE: A CASE STUDY OF WAT-KET, CHIANG MAI, THAILAND

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**ABSTRACT:** The borders of the world seem to diminish, as we are moving into the era of diversity or one would consider it to be an era of super-diversity. Against the backdrop of immigrant issues, various countries have to rely on the movement of people for the decades to come. The members of South East Asian are among those countries. In the year 2015, in the aim for stronger economic development in the

whole region, they initiated the ASEAN Economic Community to encourage the flow of skilled migrants in the territory. Several national and regional policies were nominated for smoother integration. Thailand who is ranked among the top 15 countries of migrant destination in the world will remain as the major destination in AEC. Unfortunately, the local neighborhoods that are the area where the host and the newcomer interact were overlooked. They are the places, which have to cope with the impact of immigrant firsthand including more housing and services demands, social tension, diversified needs, etc. Researchers in the field of immigrant integration have been proposing that the diversity in the local community should be adopted as the main solution for immigrant integration. (Alexander, 2003; Bosswick et al. 2007; Dixon et al. 2011; Huddleston & Tjaden, 2012; MPI, 2014; Kesten et al. 2015) It is the realm that promote commonplace diversity (Wessendorf, 2011). Various studies support that the good-quality physical environments are significant stimulator for diversity, including space for interaction, cultural spaces, public infrastructure. (Jacobs, 1961; Penninx, 2009; Legeby, 2010; Fabula et al. 2015; Lel  vri  r et al. 2015) We anticipate that with the proper neighborhood environment, there will be many kinds of positive interaction that eventually result in better integration.

Henceforward, this paper is trying to address the neighborhood diversity through the introduction of newly developed Diverse Neighborhood Design Principle (DNDP) for AEC cities. We conducted the comparative case study in Milan, Singapore and Kyoto to accumulate the key factors of DNDP. We have found 20 factors that are integral for neighborhood diversity. For instance, free/ safe/ open public spaces, access to diverse choice of housing, more mixed use, cultural spaces. Furthermore, we cannot ignore the fact that integration need a soft measure to encourage interaction and acceptance between local people and immigrant residents. Forasmuch, we turned to the gaming simulation tools that have the ability to promote multilogue communication and engaging participatory experience. As it shows high potential, we adopted it as the main tool for DNDP implementation altogether. The DNDP was wherewith put into test in the real neighborhood of Wat-ket, Chiang Mai, Thailand. With the help of design workshop tool, we have developed the bottom-up Wat-ket masterplan for neighborhood diversity. DNDP was proved to be an attractive mechanism for immigrant integration in the local community. Additionally, we have learned that there must be the medians which can bring the local stakeholder together to define their own term of diversity. The key findings of this research are also useful for urban policy planners as it is the new way to tackle with both participatory planning and immigrant integration.

## 1059 | STREET MAGNITUDE: AN APPROACH FOR CITY EVALUATION

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**ABSTRACT:** In the course of time, cities have always been evolving and growing. The process of evolution and growth takes place spontaneously. Planning for evolution is essential to maintain the balance of population versus services provided.

Streets are responsible for movement of citizens and for participation in any urban activity. The more streets function efficiently, as city elements responsible for linking and transportation, the more cities grow in equilibrium and evolve in equality. Finding a way to measure such efficiency will be very helpful in planning cities according to what is suitable to every city's people. To have a map of streets magnitudes corresponding to the city identity and its people, rather than buildings or land plots, this may be more helpful, flexible and offer more participative and dialogical planning process.

This research is about testing a different approach in the field of management of property value. It uses space syntax to as a tool to value the attributes of streets in cities. Data was collected in the form of square meter prices for different residential apartments in various areas in Fayoum city and compared to their belonging streets values of integration and choice to depth to test the approach. Results were found to show correlation between apartments selling square prices and integration value of streets even with the big change in country's local currency.

## SLOT T04.S24 | ROOM GA5 | BERFU GOREN | ISTANBUL TECHNICAL UNIVERSITY

### 644 | TRANSNATIONAL URBAN DESIGN FIRMS AND LOCAL IMPLICATIONS FOR PLANNING

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**ABSTRACT:** International architects and urban designers are today considered to be crucial for creating new urban projects and more generally for urban growth. Transnational firms tend, indeed, to provide complex packages of services that reassure investors and politicians, often by elaborating positive narratives, such as sustainability or the smart city. In the public debate, design firms are now widely used by developers and investors to package and legitimize their projects. However, in such processes, key decision-makers often intend urban landscapes or public spaces as a means for maximizing their real-estate value or for selecting/affecting end users and local communities. Specific reference to local planning processes and powers seem less and less relevant for multiple reasons. Developers have an international outreach and options to quit one deal for other geographically distant ones, weakening the negotiating power of local planners. Design firms have grown into multinationals with hundreds (sometimes thousands) of employees and they work in multiple cities sharing the same (standardized) knowledge, technologies, imaginary and renderings and, most importantly, similar planning solutions that are ostensibly replicable. Public opinion and the media discuss more about the narrative (or the technologies, or the esthetics, or the persona) than the actual urban projects. In this way solutions are often depicted as merely technical matters, de-politicized and privatized by developers or ad hoc local planning agencies. By investigating two critical examples of firms working in multiple continents (i.e. one star-firm Foster + Partners and one less famous, Broadway Malyan), this paper will show that these transnational firms can operate in the absence of local planning powers (e.g. in emerging Asian countries or the Middle East), eventually be out of touch with the local physical and functional context or instrumentally use the specificities of given urban places. It seems important to understand these behaviors and their implications for local planning, since the work of transnational design firms is becoming more and more relevant for many global and second-tier cities in Asia and the Americas, as well as in Europe.

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### 847 | LAND ACTION ON THE NEW URBAN FRONTIER

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**ABSTRACT:** The practice of squatting, or claiming private ownership of land through occupation and improvement is central to the history of the U.S., especially in the West and California. The land question played a pivotal role in nineteenth century politics as the U.S. pushed the frontier west and California, specifically San Francisco, emerged as a major axis of U.S. state capitalism. Practically, the question pertains to the distribution of public lands - should they be made available to landless yeoman citizens who would improve small plots through the merits of their own labor, following the Jeffersonian vision of an agrarian republic, or should they be brokered in large tracts to corporations with the capital necessary to construct infrastructures such as railroads and industrial-scale mining operations? Underscoring the importance of land and the landscape concept in the transition from feudalism to capitalism, the land question corresponds to the importance of the frontier myth in the American psyche and the emergence of the profession of landscape architecture, a product of renaissance humanism and enlightenment rationality fundamental to modern notions of public space, the bourgeois public sphere. However, the land question also hinges upon the displacement of indigenous people and the exploitation of African and Asian labor, groups denied citizenship rights that entailed access to public lands, and pitted in opposition to white yeoman farmers by the state.

Using Foucault's genealogical methodology, this essay investigates the evolution of techniques and practices of squatting in California as they relate to the politics of public space. Beginning with the spatial reconfiguration of the land through the imposition of the Law of the Indies, this genealogy traces the development of settler-colonialism in the 19th and early 20th centuries through the reappropriation of squatting and occupation of public lands by American Indians at Alcatraz in the late 1960s. As a contemporary case for exploring the politics of public space and squatting on what Neil Smith called the new urban frontier, this paper uses the case study of Land Action, an Oakland, California based squatters' rights group. Growing out of Occupy Oakland and working in collaboration with local land trusts, Land Action attempts to use legal protocols for squatting as an alternative mode of urban development in the context of intense pressures of gentrification that pervade the San Francisco Bay Area. Considering successes and challenges faced by Land Action, including conflicts and compromises with the city government and other more traditional non-profit developers suggests the potential for designers to adopt more critical positions in the production of public space.

## 867 | WALKABILITY ANALYSIS OF THE TOURISTICAL AREAS FOR SENIOR TOURISTS: THE CASE OF ISTANBUL IN SEARCH OF A 'HEALTHIER' AND 'AGE FRIENDLY' ENVIRONMENT

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**ABSTRACT:** Keywords: Senior Tourism, Walkability, Age friendly environment

Since the beginning of this century, the challenges presented by the demographic shift towards ageing societies have led nations, in cooperation with global entities, to outline frameworks for action to foster what is labelled as 'healthy ageing' – the process of developing and maintaining the functional ability that enables wellbeing in older age (WHO, 2015:13). It is within this context that the Age Friendly City initiative, for instance, was launched in 2005 by the World Health Organisation, optimizing opportunities for health, participation and security in order to enhance quality of life as people age (WHO, 2007:1). In fact, ageing societies have required cities to review their urban design, not only to be used by all citizens from an equity perspective, but also to be attractive and competitive, hence keeping cities thriving. Accordingly, the existence of accessible and secure built environments, services and public spaces can be seen as key features to promote tourism and attract senior tourists. Travelling is an important social activity for their last stage of the life, and has been increasing substantially over the past two decades. As ageing is more a physiological than psychological situation, the elderly do not wish to travel less than younger people. Active ageing, in this sense, involves travelling more and being able to participate in cultural activities individually and independently. It is argued that if tourism, urban planning and universal design are considered in an integrated way, tourism potential for older people may increase. Accessibility, thus, comprises more than transportation or accommodation. It includes other urban elements such as walking, shopping, liveability of spaces and cultural learning. This paper aims to debate the importance of promoting accessible communities in this broader sense in the particular case of senior tourism. With 19 million foreign tourists in 2015, in which approximately 2 million of these are over 65yo, the case of Istanbul, the capital of Turkey, is discussed. Following a review of current literature on the relationship between senior tourism, urban planning and universal design, the paper attempts to move the discussion further by presenting the results of a case study aiming to understand the mobility and accessibility on tourism routes of Istanbul regarding senior tourists. Field observation complemented by secondary data analysis will be used to understand the relationship between mobility and urban spaces. The observation will be focused especially on the context of public spaces and roads to show how the city enhances or hampers the mobility and independence of older people. In addition, possible features that may be attractive for senior tourists will be discussed. Results show that, despite the high number of senior tourists visiting Istanbul, barriers concerning the urban design are largely found, in part related to difficulties with crossing roads (e.g. verbal and visual warnings are not available in many places), the routes are not clear and easily identifiable, route networks do not provide clear links between different the different key tourist attractors, and in some cases pedestrian crossings do not allow the continuity of walking routes. The findings and propositions will be discussed in a manner conducive for continuing research on this increasingly important issue for this population segment.



## 960 | URBAN CODES INDUCING STREET LIFE, A POSSIBLE APPROACH FOR THE BRAZILIAN CASE

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**ABSTRACT:** Brazilian cities have experienced several cycles of transformation, which ultimately altered these places from colonial fabric to modern agglomerations and metropolitan regions. Population figures are still rising as well the urbanisation ratio. There is nothing particular about those processes; it is a general trend observed in most countries of the world. What typifies the Brazilian case is that the country has an enormous income disparity that results in different ways to deal with urbanisation and expanding cities network. Perhaps the most striking feature of the major Brazilian cities, in general, is the social and spatial segregation and its impact on the quality of street life.

This article is part of a PhD research that adds to the debate about the role of planning and planning codes in the context of developing countries, where economic growth and expansion of the cities are reinforcing existing divides. The other point explored in the study regards the discussion about public domain and the use of public spaces, the particularities of the Brazilian case and the restrictions and opportunities it contains.

The study investigates the factors related to the vitality of street life in Brazilian cities. To what extent play urban form a part in forging vitality of street life and why? What is the impact of the urban planning regime on the relation between urban form and vitality? For this paper, the study will be centred on Recife, a city in the Northeast of Brazil.

One of the hypotheses of this research is that urban rules can be constructed to induce the creation of spaces where street life and urban vitality can thrive. That is extremely relevant in the Brazilian setting and particularly in the case of Recife where the action of the real estate market associated with a reduced role of planning institutions has resulted in a severe disruption regarding street life.

The first part of the article reveals the history of planning instruments in Recife and the spatial parameters commonly regulated. That is demonstrated through a retrospective of the planning codes of the last decades, analysing and relating planning regulations to specific spatial parameters. In this paper, the focus will be on the interface between public and private domains, examining the role of planning instruments in the shaping of this border.

In the second part, a series of examples of rule-based design in Recife will be discussed. Relating planning tools and the built configuration that results when these parameters are applied. The objective here is to identify strategies embodied in these rules and somehow assess their impact on a higher use of public space. The method used is the analysis of parts of a city, looking for elements sound enough to determine the role of urban rules in the enabling of the vitality of city spaces. We expect, by isolating the context and actors involved, to reveal the actual scope of urban rules when it comes to forging street life.

The paper concludes with an attempt to point out possible contributions to urban rules in the Brazilian context.

## 974 | A CRITIQUE OF PUBLIC SPACE: FROM INTERACTION TO ATTRACTION

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**ABSTRACT:** The idea of creating new, and enhancing the existing, public spaces has been widely praised by various decision makers and planning and design professionals; as such, the notion of the public space tends to enjoy a near consensus about its roles and benefits. The rising attention to the public space is a welcome development, but it is important to wonder whether all these different actors have the same idea of public space, why they have come to such a view that seems to establish a new orthodoxy, what practices are involved, and what implications are generated for the city. This paper develops a critical appraisal of the ideas and practices of public space, showing the potentially problematic relationship between the rhetoric of a multidimensional space of interaction and the practices of creating a space of attraction. The paper looks for the reasons for the popularity of the idea, for the variety of its roles and



meanings for different groups, and for the limits of the idea. The primary method of investigation is to analyse the broad contextual changes which have brought about new concerns and incentives for the development of public spaces. The paper examines four reasons for the emerging interest in public spaces: the changing balance between the public and private sectors; the structural economic changes that transform cities; the technological changes that spread the space of cities; and the diversification of the urban population. Within these broad contexts, the diversity of professional and disciplinary views, as well as the social positions of the people for whom the public space is intended, would generate different, and at times contradictory, meanings for and expectations from the public space. It is here that the limits of the idea are tested, revealing a gap between rhetoric and reality. While the rhetoric of the public space often portrays it as a space of interaction, in practice it may be developed and used as a space of attraction, an instrument of delivering investment and maximizing rewards, with inevitable implications for the urban society.

**SLOT T06.S08 | ROOM V1.11 | KRISTIAN OLESEN | AALBORG  
UNIVERSITY**

## **510 | THE PORTUGUESE NATIONAL SPATIAL DEVELOPMENT PROGRAMME. EXPLORING THE CURBS AND CHALLENGES OF SPATIAL PLANNING AT A NATIONAL LEVEL**

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**ABSTRACT:** Following the underlying trend that at least since the 1990s has been feeding the debate about spatial development and territorial cohesion throughout Europe, Portugal has implemented its own territorial management system (although other legal frameworks already existed, namely focusing on local planning – e.g. LD 69/90, spatial planning policy was first approved as an integrated multi-level system in 1998 by the Framework Act of Spatial Planning Policy). It was built upon a vertical and hierarchical planning structure, supported on a cascade of planning levels and tools rooted on the constitutionally established administrative structure. Apart from the positivist spirit of such an arrangement, the implementation of the spatial planning system in Portugal also came to reinforce the shift towards a more strategic and comprehensive type of planning, unveiling a drifting between the urbanism and land-use planning traditions, on the one hand, and the spatial development and regional economic planning approaches, on the other.

At the top of the cascade, the Portuguese system foresees a National Spatial Development Policy Programme (PNPOT) – an umbrella-like and summit-planning tool that establishes, for the whole national territory, major strategic options regarding spatial development and territorial cohesion. The instrument offers a broad territorial model and development framework to guide the coordination of spatially relevant interventions and sector-wide approaches, steer a sustainable and balanced spatial development between regions and provide guidelines and a reference framework to the other lower-tier instruments. It entered into force in 2007 as a legal Act approved by the Parliament and introduced a comprehensive policy programme which included a vast set of policy measures to pursue the ambition and meet the prospective vision drawn up at the report for the time horizon of 2025.

After a life span of almost ten years, at a time when the Portuguese Government decided to review the PNPOT and elaborate a new policy programme for the next ten years, it is important to look back into this national-level planning tool and assess its role and pertinence in present times and for the future.

When new emerging issues and trends come up all around Europe, namely related to: (i) the emergence of soft planning spaces and governance rescaling processes; (ii) the redefinition of governments' role and the decentralization of competences to lower administrative levels; (iii) the strengthening of localism and the amalgamation of local authorities; (iv) the development of planning practices at supra-municipal levels and across local boundaries, and (v) the development for place-based territorial approaches, as much as the strengthening of sectorial planning; it is time to reconsider national-level planning and discuss its instrumental role and relative position within the planning systems. Paradoxically, against what is the general tendency of dilution and rescaling of the state and affirmation of the local scale, spatial planning at a national-level seems to have room to gain ground and importance.

Focusing on the PNPOT and with an insight into the conclusions and recommendations that came up from the evaluation of its implementation made in 2014, the paper aims to explore the curbs and challenges that fall over national-level planning and rethink the nature and the potential of such an instrument.

## 711 | TOWARD TERRITORIAL COHESION WITH THE NATIONAL SPATIAL PLAN FOR ALBANIA 2030

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**ABSTRACT:** In late 2013 the National Territorial Planning Agency (NTPA) in collaboration with the Ministry of Urban Development (MUD) of Albania took the initiative for drafting the First National Spatial Plan for Albania 2030(NSPA). The strong need of the country to jump to a new way of sustainable development was backed up by the political will and a new legal planning reform, paving the ground for new integrated planning instruments.

Although this is not the first time plans are drafted in Albania this is the first national spatial plan for the country.

The methodology for drafting the NSPA was based on three complementary steps:

At first the metabolic analysis of the territory was performed for five main systems of the territory: water, food, infrastructure, urban and natural system.

Secondly, the Declaration of Vision was drafted through a wide participatory process from different stakeholder form the government administration but also independent experts and academia.

Third, the strategic proposals through flexible tools that allow for further exploration for best collaboration between national developing sectors and local governance.

The plan followed an open and democratic approach reflected not only in the participatory drafting process but also on the strategic proposals that were offered. It was not the aim of the working group to have a restrictive plan with rigid land use maps but to provide a tool for the national and local administration and also private sector that would guide and advise on the best possible uses of the territory. The plan gives alternatives and describes possibilities for best cross-sector and inter-regional cooperation and proposes strategic projects of national importance for the sustainable development of the territory in the next 15 years.

Major public hearing were held across the country, so people could have the chance to express ideas, to be informed but above all to be part of a national plan that would guide the territorial development for the next 15 years. The participation process resulted to a new increased level of awareness of the importance of territorial planning as a cohesive process to different governance sector of the administration. Strengthen institutional capacity for cross-cutting issues of territorial planning resulted essential to achieve a plan that aimed spatial balance, sustainable development, and socio-economic wellbeing. Even though the NSPA is approved at the highest instances foreseen by the law, for the actual administration it is an ongoing process and its success depends on a large scale on continuous research of contextual planning issues and for every stage of its implementation or upgrade to assure an open transparent inclusive process with democratic participation.

**KEYWORDS:** National Spatial plan, territorial cohesion, participatory planning, governance policy, cross sector policies

**REFERENCES:** Ministry of Urban Development, National Territorial Planning Agency , (2016). National Spatial Plan Albania 2030; George Brugmans, Marieke Francke, Freek Persyn (ed), ( 2014).The Metabolism of Albania: Activating the Potential of the Albanian Territory; UN Summit, (2015). 2030 Agenda for Sustainable Development; European Commission, (1999). ESDP Towards Balanced and Sustainable Development of the Territory of the European Union.

## 1106 | AN INTEGRATED CONCEPT FOR A MORE BALANCED AND COHESIVE SPATIAL DEVELOPMENT IN ROMANIA

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**ABSTRACT:** Market forces and a liberal society combined with a rapid process of industrial restructuring, reshaped the Romanian territory during the last 26 years of transitional process from an authoritarian regime to a democratic one. The former artificial control of human settlements and territorial development, through specific mechanisms and tools of a centralised system was replaced by a natural system where local resources, entrepreneurial initiatives or institutional capacities became the main driving forces of development. Although, during the last 15 years, by various national sectorial or spatial policies, Romanian governments were aiming to ensure a rather balanced and cohesive territorial development and counteract the effects of the neo-liberal environment, the spatial development became ever more characterised by polarisation, metropolisation and increased gaps between urban agglomerations and remote rural areas, or between different regions or geographic areas. Development disparities could be observed at both regional and local scales, poverty pockets appearing inside larger or smaller cities or rural communities as well. Such phenomena either social, economic or spatial were monitored and revealed by various studies since the end of the 90s. All along the pre-accession period and after 2007, the successive versions of the Regional Development or Operational Plans were measuring through various indicators the evolution of disparities at regional levels, whereas other studies and analysis were identifying development gaps at local levels. During the last decade, it became obvious that one major reason for an unbalanced spatial development feeding a negative social and economic cohesion, was the weak capacity of smaller and less resourceful communities to cope with the new competitive and less predictable environment. Once an EU member state, during the first programming period (2007-2013) as well as now, during the second one (2014-2020) Romania benefitted from significant funding for cohesion policy. One way of favouring territorial cohesion was the setting up of a growth poles policy in 2008 but its effects were not satisfactory by now. Under the circumstances during the 2013-2015 interval, several studies were done in support for a comprehensive National Territorial Development Strategy and for a sustainable restructuring of the human settlements network in Romania. The aim of this paper is to present the main findings and proposals of the most recent studies for setting up a multiscale approach for a balanced and cohesive territorial development, mainly by encouraging an efficient regionalisation process and by setting up functional areas at various territorial levels. The core of the presentation is the proposal for an innovative concept of restructuring the urban and rural settlements systems based on two major principles: a functional and dynamic hierarchy of the individual settlements and a regrouping of all settlements into two major types of functional areas: Functional Urban Areas (FUAs) and Potential Functional Areas (PFAs). The system proposed included in the end 11 categories of individual settlements integrated within 9 categories of functional areas covering the whole national territory and various scales, from small Rural Territorial Groupings (RTGs) to Larger Urban Agglomerations (AU-Rank1) and Capital Metropolitan Region (CMR). The paper will also talk about the risks and obstacles of implementing the concept.

## SLOT T07.S06 | ROOM V1.12 | INES MADARIAGA | UNIVERSIDAD POLITÉCNICA DE MADRID

### 221 | PLANNING FOR DIVERSITY AND SUSTAINABLE SPATIAL PLANNING: RELIGION, SPACE, GENDER AND ETHNICITY

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**ABSTRACT:** Sustainability objectives are central to modern urban planning, shaping all aspects of. Originally, sustainability had three components, environmental sustainability, economic well-being and social equality: - Planet, Prosperity and People. But, the environmental aspects of sustainability have tended to predominate. This leaves little space for social issues, and aspatial (non-physical) factors including gender, ethnicity, and other equality considerations. But other aspatial issues that are very important to many people are also left out of the modern planning agenda, including religion and belief. It is argued, with reference to UK-related research, religion has major, but unacknowledged, spatial planning implications for all aspects and levels of urban policy-making. Neglecting religion's existence results in an incomplete planning agenda which undermines equality goals, especially the chances of achieving ethnicity-related policies. There is little recognition of the contribution of religion to the shaping and culture of towns and cities: rather a negative mentality predominates amongst planners. But religion has become a hot topic, not least because of an increasing diverse population, and concerns with fundamentalism. Indeed modern planning is still an essentially spatial, scientific and secular profession. But it may be argued that society itself is now entering a post secular phase, with greater emphasis upon belief, spirituality and religion, and the planners have not yet picked up on these changes. The implications of this blind spot in the planners' consciousness is discussed with reference to the environmental, economic and especially the social components of planning policy. The paper is illustrated with reference to the problems that Black Pentecostal mega churches in the UK are having gaining planning permission for new places of worship and for permission to use existing vacant buildings in the city.. Ways of changing the planners' understanding, and mainstreaming religion into planning are discussed, drawing on methods used to integrate gender into planning

### 452 | ANALYSING A GLOBAL SENSE OF PLACE BY USING COGNITIVE MAPS: A STUDY OF AFGHAN IMMIGRANT WOMEN IN AUCKLAND

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**ABSTRACT:** There is a common understanding of 'sense of place' amongst disciplines as the key characteristics and meanings, which are assigned to every place through the experiences of people in the place. Additionally, it has been widely discussed by environmental and social psychologists, human geographers, architects, and planners that having a sense of place is important for people. It gives people as individuals or within communities a sense of rootedness and identity in those places.

However, the experiences of migration and mobility in the contemporary global cities increase the structural differences and challenge the fixed and stable sense of local place in the global societies. According to Doreen Massey (1991) and David Harvey (1996), these differences establish a developing sense of place that is the outcome of the different experiences of different people in the global city over the time. Depending on the type of people's experiences and their interaction with the place, the meanings and identities shared between the people and the place establish different levels of belonging and attachments to the place. Therefore, to identify the different characteristics of places in the global city, it is crucial to understand the shared meanings. This understanding, I will discuss in the proposed paper, is obtained through recognition of the differences in functional and symbolic interpretations of the place by different users over the time.

In this paper, I reflect on the voices of groups of a minority in the global city of Auckland (in New Zealand) in terms of the way they interpret their places of everyday life experiences in the city. I discuss the findings of a fieldwork study with numbers of Afghan immigrant women in Auckland, which was undertaken between 2014 and 2015. I set up my discussion by focussing on the value of using the cognitive map as a method for explaining the diversity of appropriation, perception, and presentation of the place in the culturally diverse cities. I use the cognitive maps to analyze the ways that participant Afghan immigrant women in this study imagine Auckland as their context of everyday life experiences. This analysis assists me to discuss the sense of place for the participant Afghan women in different places of the city.

Cognitive maps in this study present Auckland the way the participants think and imagine. These maps illustrate the location of the important activity nodes as well as the links between them according to the everyday life experiences of the participants in Auckland. The study shows that the cognitive maps of Auckland, which are illustrated by numbers of Afghan immigrant women who live in Auckland add to our understanding of the meanings of places for Afghan women based on different aspects of their identity, which are not necessarily expressed through their talks. The analysis of the cognitive maps shows the fluidity of the functional and symbolic meanings of places for the participant Afghan immigrant women in the global city of Auckland.

As part of the findings of this paper, I will discuss how cognitive maps are able to represent a socio-cultural system that in a (postcolonial) global context can be used as a representation of the mainstream (colonial) discourse. The paper suggests this method to the policy-makers and planners particularly in global cities since the living diversity and difference in these cities is too complicated to be simplified by applying quantitative approaches.

## 547 | CRITERIA FOR AN EFFECTIVE GENDER MAINSTREAMING OF THE NEW URBAN AGENDA: THE CASE OF DIRECTRICES DE ORDENACIÓN TERRITORIAL OF THE BASQUE GOVERNMENT

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**ABSTRACT:** The 2030 Agenda for Sustainable Development, the COP 21 agreements on climate change, and the New Urban Agenda usher in a new international scenario, backed by national governments around the world, where gender equality and sustainable urban development are fundamental principles. These ambitious agendas provide a solid starting point from which to lay the foundations for a quantitative and qualitative leap forward in gender equality policies in city planning, which, by learning from past experiences and the accumulated wealth of academic research, will enable us to go beyond pilot projects, specific programmes, or fairly short-term plans or programmes which neither succeed in becoming official nor do they survive beyond the professional life of the individuals who initially promoted them.

This paper will present the case study of how gender mainstreaming is being carried out within the Directrices de Ordenación Territorial (DOT) of the Basque Country in Spain. The DOT are a main planning document at a regional scale applying to the three provinces making up the Basque Country in Spain, which include three capitals and a number of smaller towns and villages. The DOT are revised every 20 years, they are carried out following legal provisions established in the Basque regional planning law, and they establish provisions addressing local plans done at municipal level, some of which are compulsory to municipal governments. After 20 years of their first adoption, the Basque Government started the process of revising the DOT in 2015. This was designed as a process with wide public participation. It is organized around 8 main thematic areas and for the first time it also included a number of cross-sectional themes, one of which is gender. A document has been produced with 22 measures addressing 4 priority areas from among the 8 thematic topics of the Plan in which gender is particularly relevant.

An analysis of these measures draws a number of criteria for how to gender mainstream planning documents and policies. A first one is the need to build upon solid foundations which enable institutional capacity, based on the best existing expert knowledge (on gender and city planning simultaneously), integrating it within administrative structures and decision-making processes. The measures addressing gender in the DOT cover a substantial number of sufficiently diversified fields of action, instead of being limited to only one or two important areas for gender, as is often the case, such as security/safety in public areas or housing for victims of gender violence. They encompass both small and large-scale action, adopt pilot projects as instruments for innovation and learning, and also as tools for dissemination and visibility. They integrate intersectionality in all its dimensions, not confusing this with an interpretation of diversity



that subsumes gender into a list of potential characteristics of discrimination that end up blurring the specificity of gender inequality. The measures address structures and processes for both positive action and mainstreaming.

The analysis points to the need of integrating sufficient elements with transforming capacity to be able to impel the structural changes needed to achieve the ambitious goal set down in the introduction to the New Urban Agenda: “to achieve gender equality and empower all women and girls, ensuring full and efficient participation and equality for women in all fields.

## 788 | BOUNDARY-MAKING AROUND A

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**ABSTRACT:** This study inquires how a transgender community negotiates and re-identifies its living and working space against the socio-spatial boundaries drawn by urban planning decisions, policing strategies, and media images. It develops as a case study in Alsancak, a central-city neighborhood in Izmir, known as the tolerant city in Turkey. Alsancak is notorious for housing a transgender community most of whom are sexworkers. Transgender community, lives and works in the inner streets of the neighborhood, which they call the transgender ghetto. They experience significant social consequences ranging from discrimination to violence, even in this relative safe space. In the sexed city, the sexual codings of the urban spaces and the populations associated with them demonstrate the modern societies’ conflicts and contradictions (Knopp, 1995). This study assumes that social identities and differences are established through constantly negotiated power relations, at which space plays a major role. Identities have spatial dimensions which are constructed together and constructed through interaction (Massey, 1994). Urban planning, policing strategies and media images are part of the dominant power relations that draw socio-spatial boundaries around marginalized groups as others. However, boundary drawing is not only an act of control by the powerful but also an act of resistance by the weak (Pratt, 1999). Through their everyday practices, individuals and communities (here, transgenders) can negotiate, re-define and produce such socio-spatial boundaries through social interaction, social conflict and social struggles between different groups. Despite the prevailing stigmatization, criminalization and policing of transgender people in Turkey, Alsancak neighborhood with its diverse socio-economic, religious and ethnic groups, and commercial and service uses (with a vivid night-life) appears as a safe space for the transgender community. Nevertheless, this central area is also under the pressure of gentrification as well as urban regeneration. Through archival research on urban planning decisions and media images about this transgender ghetto and in-depth interviews with various local associations (including those by LGBTI), this study compares the socio-spatial acts of boundary drawing by the powerful and the weak. The findings of the study will be interpreted for developing urban planning decisions for an inclusive city.

## 1094 | BETWEEN THE GHETTO AND GAYTRIFICATION: LGBT NEIGHBORHOODS IN SOUTHERN EUROPE

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**ABSTRACT:** From the 1980's several studies have demonstrated how the settlement and development of gay villages or LGBT neighborhoods, in specific parts of urban contexts around the world (but mostly in North America and Europe), have given space to new forms of living the city and to promote liveliness to particular urban spaces, more or less open to the rest of the cities in which they are integrated.

With similarities with many other areas that have been the main drivers of urban revitalization of inner-cities, like cultural and creative quarters or multicultural spaces, these areas distinguish for the social practices of their users and inhabitants, the specificities of their economic activity, or their contribute to creativity or social integration. More than community ghettos, these areas have been characterized by the coexistence of diverse lifestyles, trajectories and identities, but also by the contribution of LGBT people to the gentrification of these areas through their strong commercial, residential and symbolic presence.

Drawing on an empirical work developed in Lisbon (Príncipe Real district) and Madrid (Chueca district), based on in-depth interviews to LGBT residents and participant observation in these two areas, the paper characterizes the main evolutionary trajectories and specificities of these two quarters. An analysis is

made confronting the characteristics and contingencies of these areas with other cases previously studied in literature, suggesting the existence of considerable differences in relation to them and suggesting evidence of important specificities which could represent a South European approach to the reality of Gay Villages. Implications for urban planning are drawn out from the analysis.

**KEYWORDS:** Gay villages; Urban; City of quarters; GLBT; Gentrification; Gaytrification; Lisbon, Madrid

## 1249 | GENDERING SMART CITIES

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**ABSTRACT:** Cities of concrete, glass and steel are giving way to urban regions supported by devices, buildings and vehicles embedded with electronics, sensors and software (Townsend, 2014). These urban regions are forming systems that enable the so-called smart cities. Smart cities are increasingly controlled by emerging ICT systems, such as electronic devices, computers and software all connected through the Internet, converging, communicating and exchanging data with each other (internet of things). We are witnessing the new urban age (Gleeson, 2012) where globally ICT transforms the way production and services are organised and information shared.

Those converging technologies are mainly operated top-down, by big business and corporate players (e.g. IBM, Cisco, Siemens, Intel) and once deployed will function uniformly. The smart city (of which neoliberalism profits most) has a noted tendency to make use of one-size-fits-all analysis and solutions for a variety of social, political and economic issues (Calkin, 2015). Smart city offers efficiency, flexibility and therefore has the potential of inclusiveness, however it may also contribute do discrimination and inequalities. Existing power relations in society determine who benefits and shapes the content, uses and development of ICT which is gendered as the access to, content and use, are connected to gender stereotypes and inequalities.

Despite the recognized role of the ICT technologies in the efficiency of the city, little attention has been given to social and gender impacts of these techno-urban systems and how can they be both produced and used bottom-up, through the creation of new governance forms, improve the equity and quality of life, to empower women and to support more inclusive, socially interventionist public policies. Thus ICT has the potential to alleviate barriers, increase access to public space and social life, and offers new ways of doing things and as such provide opportunities in gendered biased domains ([www.sida.se/contentassets/.../gender-and-ict.pdf](http://www.sida.se/contentassets/.../gender-and-ict.pdf)).

Starting with recognition of the differences between genders, my intention is to contribute to the field of the gender studies taking advantage from the gender dimensions of ICT in smart city environments. I also believe that gender (an important concept in the lexicon of feminist theory) provides a rich terrain for the knowledge and practice of urban planning and that a focus on gender as an analytical category is more than an added ingredient. Challenging the way planners think about the world and the ways in which their activity could promote gender equality in a smart city environment, I hope to bring a focus that is grounded in and highlights the politics of the real world.

**SLOT T08.S06 | ROOM V1.14 | JOÃO MOURATO | ICS-ULISBOA**

## **807 | LOCAL POLITICS AND HOUSEHOLD SORTING AT THE METROPOLITAN LEVEL: THE CASE OF THE PORTO METROPOLITAN AREA IN PORTUGAL**

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**ABSTRACT:** Empirical evidence on the process of household sorting across local jurisdictions has supported the formulation of the theory that consumer-voters choose the combination of local public goods and local taxes that best fit their preferences by 'voting with the feet' – a theory that is known as the Tiebout Hypothesis, which presents a theoretical explanation of the quasi-efficient provision of local public goods.

The analysis of the validity of the assumptions underlying the Tiebout Hypothesis has received already a great deal of attention from the academic community. Among the most debated issues is whether household mobility is determined by socioeconomic factors rather than by the households' tastes the bundle of public/merit goods available in each local jurisdiction.

This work analyses the sorting process in the context of the second largest metropolitan area in Portugal – the Porto Metropolitan Area. It employs an aggregate approach based on the estimation of homogeneity indices at both municipal and metropolitan levels. The methodological approach is based on the assumption that the homogeneity of households' structures at the municipal level can be used as an approximation of the homogeneity of households' preferences for public policies, as suggested by empirical evidence from recent research on the Tiebout Hypothesis.

In order to overcome the problem that the sorting of households may be determined by other factors than the bundle of public goods offered locally, the analysis covers two periods of the Portuguese History: a first period between 1933 and 1974, in which the country was under dictatorship and, as a result, there was a limited role for local politics in the sorting of households across municipal jurisdictions; and a second period from 1974 onwards, in which there are democratic local governments in the country, and hence an increasing role of local politics on households' residential choices. Note that if according to the 'voting with the feet' model households tend to move to jurisdictions where the bundle of public/merit goods and local taxes satisfies best their preferences, then an implication of the model is that during the democratic period municipal jurisdictions have become more and more homogenous regarding household's preferences for local public/merit goods, and hence more and more specialised in terms of the types of local public goods provided. This means that if local politics matter in the sorting process, then the sorting of households across municipal jurisdictions should be more noticeable during the democratic period than during the dictatorship period.

The empirical results of this work suggest that in the period in which local governments were granted more political power (i.e. the democratic period), local politics appear to have played a part on the sorting process in the Porto Metropolitan Area.

## **1102 | PLANNING WITHIN SCARCITY: CHANGING A GROWTH PARADIGM INTO A CAPABILITY APPROACH TO THE TERRITORIES? A VIEW FROM THE NORTHWEST OF PORTUGAL**

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**ABSTRACT:** Portugal has built its planning culture largely upon the modern principles of rationality, predictability and major public investment, but especially upon the logics of growth and its management:

by defining constraints to urban occupation and by relying on public gains from private investment, as well as by using major public investments as drivers and the backbone of territorial transformation.

Nevertheless, in recent years, this approach has become increasingly mismatched from reality, proving to be not only unviable, but also somehow inadequate in certain contexts and in face of radical socioeconomic transformations. Firstly, due to the recent economic crisis that has put resources and capacities into risk, by drastically reducing public intervention and redirecting private investment into very specific areas such as the historical centres, which was accompanied by decreasing demographic rates and aggravated social demands. Additionally, striking evidences show that some territories do not follow growth patterns and are thus not benefited by growth-oriented planning tools or the centralization of services and facilities. Furthermore, these territories have also been the ones that suffered more radically the impacts by changes in the policy of allocation of resources: with the withdrawal of the welfare state and the cuts on public expenses demanded by the recent structural adjustment, these territories have been facing the closure of public facilities, the cuts in structural support funds and on social support networks, thus contributing to aggravating their population loss, social vulnerability and territorial fragility. Therefore, these evidences require the reframing of planning tools, practices and roles.

In this paper, it will be argued that the growth-paradigm of planning should be further changed into a capability-approach of the territories: by understanding the existing contexts and their demands, local resources and stakeholders; by recognizing social and territorial diversity as a value; by defining local-sensitive solutions instead of one-size-fits-all models; and by treasuring specificity instead of specialization or competitiveness.

This reflection follows an applied-research project requested by the regional administration aimed at the definition of orientations for the cohesion of the north-western region of Portugal. This project paid special attention to territories that are usually less addressed than the denser urban cores: the peri-urban zones, the diffuse urbanization areas and the low-density territories. It analysed their demands and challenges by mapping statistical data, morphologies and dynamics throughout time, through fieldwork and workshops with municipal technicians, decision-makers and professionals from different disciplinary fields.

By discussing the challenges to planning in scarce-resource contexts, this project will thus be used here to support the argument that reframing the planning paradigm is urgently needed, as well as to illustrate how these demands can be overcome through the valorisation of local specificities, the attraction of further resources, the involvement and reflexivity of the different actors, decentralised and network-based decision-making processes and small-scale articulated actions, in order to truly achieve territorial cohesion and inclusive solutions.

## 1228 | RESOURCE URBANISMS: HOW RESOURCES SHAPE URBAN FORM AND MOBILITY IN CITIES

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**ABSTRACT:** Cities around the world are at the epicentre of a global shift of populations. However, one particular challenge of global urbanisation is related to environmental sustainability. Studies show that urban areas consume more than 60% of the world's energy resources as a result of population concentration and energy intense activities which then generate 70% of global greenhouse gas emissions. In turn, questions on how to make cities more energy efficient and sustainable have increasingly become a central policy consideration. However, how does the physical shape of the cities, their urban forms and infrastructure and impact on resource efficiency? And does availability of resources induces the establishment of different types of urbanisms?

The point of departure for this research is the common assumption that cities and urban development are directly affected by the availability and costs of natural resources, and that in turn, different forms of urban development result in substantial differences in resource use. To explore the role of 'resource urbanisms' this presentation will primarily focus on the specific case of two natural resources, land and energy, and explore their relationships with city form and mobility. It will analyse these relationships through a comparative case study approach which considers extreme and divergent city models in Asia. Besides Kuwait, the research includes Abu Dhabi as a second GCC comparator case and two different city types in East Asia, Hong Kong and Singapore. The overall methods of analysis include remote sensing; GIS spatial analysis; statistical analysis and policy analysis.

This presentation, will therefore illustrate some of the first findings of the 'Resource Urbanisms' project at LSE Cities aiming at exploring the models of urban development that have emerged in Kuwait and Abu Dhabi as GCC models of urbanisation with the contrasting forms of development in Hong Kong and Singapore, both high income cities as the GCC cases but with contrasting resource availability. While providing fresh evidence on the relationship between the built environment, the availability of land and the costs of energy with a particular focus on transport and urban form.

**KEYWORDS:** Resources, Urban form, Land, Energy, Transport, East Asia, Middle East

## 1299 | THE MENTAL HEALTH ATLAS AS TOOLS FOR AN COMPREHENSIVE SPATIAL BASED MANAGEMENT OF MENTAL HEALTH CARE

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**ABSTRACT:** Different funding schemes of mental health care coexist in Spain due to the transfer of power made to regional governments. Comparing the efficiency of those regional systems implies assessing several aspects. Among them, one of the most important is the structure and composition of the mental health network across the each region. This work attempt to present the mental health atlases (MHA) as a tool developed to describe the current state of the regional mental health network but also to support the planning of health policies.

MHA offer a comprehensive approach to the mental health care since it encompasses services provided by the health care system but also services provided by other agents of the regional government. To do this, the DESDE-LTC classification as well as a geographical information system are employed. The DESDE-LTC classification allow to make an inventory of the different service unit embodied within the mental health network, describing the function of each unit in a standardized way, regardless the denomination of the unit or its affiliation to a body of the the regional government.

To illustrate the MHA, this work present the MHA of Bizkaia and Guipuzkoa, whose mental health networks are composed by more than 150 and 130 standardized services, respectively. The MHA of Bizkaia shows that there is a high concentration of services in an area called Ría de Bilbao. Meanwhile the MHA of Guipuzkoa exhibits a mental health network more geographically dispersed. Despite these differences, both examples yield a good performance in terms of quality of care, except in the case of long term stay in hospitals.

This work contributes to the planning of public services by delivering a tool, which can be applied to other countries or adapted to be used to analyze the current state of public services networks across the space.

\*This study is subsidised by the Carlos III Health Institute (Ministry of Health of Spain) [project PI15/01986].

## SLOT T10.S08 | ROOM V1.16 | ROELOF VERHAGE | INSTITUT D'URBANISME DE LYON, UNIVERSITÉ LUMIÈRE-LYON-II

### 316 | KNOWLEDGE AND VISIBILITY OF COHOUSING. ACCEPTANCE OF COHOUSING IN MADRID SOCIETY

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**ABSTRACT:** The issue of housing and urban regeneration is not left out of the social context of globalization in which the society is immersed. It produces an alienation of the individual who is forced to live in spaces that do not always respond to the needs that his/her lifestyle demands.

This paper presents cohousing as a more social and egalitarian habitat movement in the urban context. It is a type of collective housing that mixes numerous common spaces with private spaces that guarantee the privacy of the individual. One of the fundamental features of this type of collectivity is the management of all common spaces by its residents, generating an integrated social coexistence of all the inhabitants.

The concept of cohousing generates different images in people, from ideological approaches to points of view related to sustainability or associations with the concept of commune. Other people see it as a different way of organizing their daily tasks in community, or as a cooperative. There is also the vision of cohousing as a more economical way of life. The different interpretations that it causes can be a sign of the increasing interest in this lifestyle.

The research defines cohousing and analyzes the knowledge and acceptance that the society in Madrid has about this collaborative movement. Because in recent years there have been collaborative actions around community formation using the cohousing model, we must ask ourselves: what is cohousing? Do people know the meaning of cohousing and where does it come from? And, are some of the emerging movements in Madrid real examples of cohousing or simple cooperatives?

For this purpose, a survey was carried out (through an e-mail campaign resulting in a sample of 113 people), which consists of two distinct parts, one related to the social group and type of household to which the interviewed person belongs, and another one related to the knowledge that society has of cohousing; both at an intuitive level (what does it suggest?) and at a rational level (once the concept is explained).

The results obtained indicate that most of the sample does not know what cohousing is (75%), although for an immense majority it seems an interesting idea (85%), but only 50% would like to live in this way. In general, we perceive a lukewarm acceptance of the cohousing model in all social groups. The biggest perceived difficulties are related to the management of common spaces over a long period of time without any problems, as well as the possible lack of privacy.

In view of these results, we can say that the knowledge of this model of collective housing is very scarce, being still a theory not significantly spread out and explained in the city of Madrid. Likewise, the results reflect that, a priori, it is accepted by a significant part of society.

### 342 | BRICOLAGE IN URBAN CO-HOUSING IN FINLAND – FROM MARGINAL TO MAINSTREAM?

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**ABSTRACT:** In Finland, the history of urban co-housing has followed the path from mainstream to marginal. At the beginning of the 20th century, it was not exceptional that dwellers developed/constructed apartment blocks for themselves. During the urbanization wave of especially 1960's and 70's, co-housing projects were common in Helsinki. Since then big construction companies have become dominant in the



housing development and created almost a lock in situation in the housing market. Nevertheless, during the last decade there has been a renewed interest in co-housing. However, it is symptomatic that these are realized by well-off dwellers, who have to use all they skill and resources available, act as bricoleurs to put the project together. We understand bricoleurs as people who do bricolage as making do by applying the combinations of the resources at hand to new problems and opportunities (Baker & Nelson 2005; Levi-Strauss 1967).

In this paper the term 'co-housing' is used to refer to initiatives where groups of residents collectively create living arrangements that are not easily available in the (local) housing market (Tummers 2015). The underlying motivation of our research is to understand the concept of co-housing from the perspective of a dweller as a maker, a bricoleur: 1) What are the aims and goals of these endeavours? 2) What kind of obstacles do they encounter? 3) What kind of resources they have used to cobble things together and make their project real?

We map and conceptualize this current situation in Finland using the framework developed by Manzini (2015). It enables us to draw a map of Finnish co-housing on the basis of two variables: the degree of active involvement and the degree of collaborative involvement. The degree of active involvement and degree of collaborative involvement vary from traditional housing, where a dweller is seen as being served a passive consumer to DIY building projects, and to the processes of co-management and co-creation.

We analyse the stories of three different co-housing projects in Finland using the material derived from interviews with residents and other actors involved. The Tila Housing Block is a pilot project for neo-loft apartments in Helsinki, where residents where responsible to build the interior of their apartments. The next two stories of a new co-housing Malta and renovation of old Annikki-quarter represent both in Manzini's framework projects of co-creation. By elaborating his framework further and looking into the timeline of the projects, more fine-grained views to the changes of the stages of active/collaborative involvements are revealed. This will also visualize us the moments of different partnerships and coalitions between actors, where different potential and challenges occur at different stages (the act of bricolage), critical to the project realization.

Our tentative results point to the conclusion that the most underdeveloped aspects are: 1) price/affordability, 2) fluency of the process and development/construction services 3) financing of the projects. Interestingly these problems are similar in other European countries, therefore understanding about bricolage, how co-housing projects are cobbled together, could provide insights into other European contexts.

## 378 | MODELS OF URBAN REHABILITATION UNDER NEOLIBERALISM AND AUSTERITY: THE CASE OF PORTO.

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**ABSTRACT:** The process of urban decline of the city centres of Portuguese cities has been inseparable from the process of economic change and population loss, most significantly among middle class families. The reasons for this decline are complex and related to a set of interacting social, economic, and political factors. At the beginning of the 21st century, the city centres of many Portuguese cities were characterized by low educational and socio-economic capital, and a high concentration of the elderly, often in old buildings with poor housing conditions. During the current phase of economic and social crisis, in which the influence of neoliberal ideas has led to extreme public expenditure cuts in the fields of housing and economic redistribution, and local governments have adopted models of urban rehabilitation based on cooperation with the private sector, socio-economic inequality and spatial polarization has risen in major cities.

Structured in two parts, the aim of this paper is to analyse the legal and institutional framework set up by the Portuguese government in 2004 to boost 'urban rehabilitation' and how it was implemented in the city of Porto. Firstly, we identify phases of continuity and change in models of urban rehabilitation in Portugal from a longitudinal perspective. Secondly, based upon a qualitative methodology, namely, literature reviews, analysis of political documents, and six semi-structured face-to-face interviews conducted with local and government officials, we analyse practices of urban rehabilitation implemented over the last decade. To do so, we use the Cardosas project, an example of a large rehabilitation operation promoted by the Porto Vivo SRU Society of Urban Rehabilitation, which, by responding to market and profit-driven interests, has induced a strong speculative dynamic in the local housing market, while postponing intervention in the less prosperous bordered housing areas.

In a context of strong pressure from economic activities related to tourism and real estate development, in which authorities have opted for strategies that have actively supported speculation in real estate and the housing markets, this paper contributes to the discussion of criteria for evaluating the success of urban rehabilitation projects from both processual and substantive perspectives vis-à-vis their effects on families and neighbourhoods.

## 505 | IT'S SAFE TO COME, WE'VE GOT LATTES: DEVELOPMENT DISPARITIES IN DETROIT

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**ABSTRACT:** After a decades' long demographic and economic decline, culminating in America's largest municipal bankruptcy, many observers were ready to proclaim that Detroit was dead. Nevertheless, following the successful resolution of the bankruptcy and new municipal leadership, there has been a dramatic shift among academics and the popular press to documenting Detroit's recovery and resilience. Both in print and social media, much of the current story-telling about Detroit is portraying the city as a comeback kid, a cool place for young hipsters (and Chinese investors) to start businesses and buy homes, a hotspot for tourism with a vibrant art and restaurant scene, a gritty survivor that is well on its way to a full recovery. With all the appropriate hipster markers, including of course, lattes, Detroit is signaling that it's safe and ready for tourists, investors, and residents. This paper considers two related questions about Detroit's trajectory: Does the current positive image of Detroit reflect reality?; and, Will the recovery culminate in a new Detroit that will provide residents with a quality of life that is sustainable in the decades to come?

## 648 | GATED COMMUNITIES IN TURKEY AS A GOVERNANCE STRUCTURE: ISTANBUL CASE

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**ABSTRACT:** The changes in economical system approaches after 1980's not only re-arranged the relations between government and private sector but also enlarged the actor schema in housing and land development processes. The wide scale networks of relations took place on housing and land development processes including individual /collective actors, NGO's, non-governmental/ non-market actors. As an extension of the changing economical organization and new public policies, some comprehensive changes have emerged in the production and management of housing areas. Multi-directional moves seen in the organizational structure of power relations and management networks have created new forms of governance (Stoker, 1998). Gated housing can be seen as a reflection of that forms to housing areas. The sites have separated from urban space in terms of managerial functions as well as social and physical aspects and transformed it into self- governance structures.

In Turkey, gated communities had shown an increase after 90's with the effect of local and global dynamics (Geniş, 2007). Planning policies and legal sources contributed to that rise. The locations and typologies of gated housing in cities have changed in time. The actor schema has extended by stakeholders involved in development processes of the gated communities. The sites have been welcomed by public planning institutions because they reduce the costs of production services and other burdens. However, in the literature, their internal management capacity and managerial relations with public planning units have not been emphasized sufficiently. Therefore, the studies concerned with the public planning institutions' interventions into the gated housing areas and the controllability of them remain limited. Thus, the purpose of this paper is to discuss the reflections of the internal management capacity of gated communities and their managerial relationships with the public government units by focusing on Istanbul case.

The paper consisting five sections focuses on discussing and conveying experiences coming from different examples in practice in Istanbul. The second section following introduction is set for the literature review. The self-governance characteristic of the gated communities is given in relation to changing of governance concept and the internal management capacity and external organizational relations of the gated

communities are evaluated in that section. In the third section, the emergence and development of gated housing in Turkey and housing typologies are taken. The fourth section contains the conveyance of experiences about internal management capacity and external organizational relations in practice. The fifth section is devoted to the results and general evaluation. The study demonstrates that self governance features of the gated communities have become dominant more and more in Turkey. This implies possible further uncertainty in the organizational relations between gated communities and the planning authorities for the long term and refers to emasculative control capacity of public planning units on gated communities.

**KEYWORDS:** Gated communities, self- governance, internal management, organizational relations, Turkey, İstanbul.

**REFERENCES:** Geniş, Ş. (2007), Producing Elite Localities: The Rise of Gated Communities in İstanbul, *Urban Studies*, 44 (4), pp. 771- 798; Stoker, G. (1998). Governance as theory: five propositions, *International Social Science Journal*, 50 (155), pp. 17- 28.

## 1201 | A RESEARCH DESIGN FOR UNDERSTANDING SOCIAL DIMENSION OF PROPERTY-LED REGENERATION IN ISTANBUL

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**ABSTRACT:** Renewing the old building stock in cities, is one of the problematic fields of urban planning policies and implementations, and also a substantial research topic in urban studies. Like most of the historical capital cities of the world, renewing the old building stock and urban regeneration, has been one of the most leading topics of the urban agenda, in Turkey, especially with the effect of the neoliberal development policies in the recent years. Urban regeneration implementations at different scales and in different scopes, are obviously promoted, as one of the management policies, both at country and city level. Aforementioned regeneration cases are recently guided by the Law on Transformation of Areas under Disaster Risk, approved in 2012 (no: 6306). The Law enables implementations on sites containing more than one building which can be titled as area-based regeneration, or on singular properties which can be titled as property-led regeneration. Within this Law, area-based regeneration is implemented through a regeneration plan prepared and implemented by local or central government, while property-led regeneration process refers to the renewal of the so-called risky building in its own plot, and the procedure and the construction is organized by the property owners and a private contractor firm.

This Law obviously departs from the earthquake risk in cities, especially in İstanbul, and aims the renewal of the old building stock. But alongside the prominent discourse on the earthquake risk, the Law and its implementations also have various triggering factors mainly in economic and social dimensions, all of which are a focal point in the urban debate and urban studies. As well as the triggering factors, both the property-led and area-based regeneration processes have significant effects on the physical environmental quality, social fabric and economic property values of the residential areas. In urban studies field, the drivers and the consequences of regeneration in Turkey and particularly in İstanbul are considered as research topics, but for the most part those topics cover area-based regeneration, while research on property-led regeneration implementation cases remain lacking.

The determination of the need for enhancing our understanding of property-led regeneration processes, in order to comprehend the dynamics of the process and to develop strategies to guide these singular renewal processes, has been the main motivation of this paper. With this motivation, the aim of this paper is to make a proposal for a research design, which especially focuses on the societal aspects of property-led regeneration processes, in İstanbul. The societal aspects of the process covers residents' attitudes, expectations and evaluations concerning to the regeneration processes in their neighbourhoods, as well as residential mobility, neighbourhood satisfaction issues. The paper covers the preliminary findings of qualitative research study held in Bakırköy, as one of the districts facing a rapid change in the physical and social fabric through property-led regeneration. These findings reveal the interaction between the society, and the ongoing regeneration process and its different aspects, such as economic, ecologic, socio-cultural and physical quality. Finally the findings indicate the fundamentals of a framework for understanding this interaction in an upper scale, both through qualitative and quantitative methods in further studies.

## SLOT T12.S04 | ROOM V1.15 | PIOTR LORENS | GDANSK TECHNICAL UNIVERSITY

### 439 | TOURISM IDENTITY IN SOCIAL MEDIA: THE CASE OF A CHINESE HISTORIC CITY, SUZHOU

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**ABSTRACT:** In the context of tourism planning and promotion, the city's local tourism identity has been studied primarily based on geographical space and tangible tourism resources. Meanwhile, there is a wider acknowledgement that conceptualisations of tourism identity cannot be grounded in physical place anymore, but should include cultural relations, tourist activities, and social networking. It is evident that uniformed tourist information and standardised tourism strategy can no longer closely connect to diverse interests of tourists and lead to an improvement in the quality of tourism environments. There are opportunities in late modern society, at least for people who are accessible to relevant communication technologies, for relating the identity of the city's tourism with digitally-presented tourists' perceptions and activities.

The main aim of this research is to investigate the digital identity of the city's tourist designations as presented in online user-generated contents, and to explore possible uses of social media research in the tourism planning practice. The research employs a novel form of bottom-up data collection methods by using crowd-sourced social media database. This new method has a major advantage of mapping existing place-based tourist activities, and plotting visitors' personal interests and perceived resources that can be closely associated with future strategic tourism development of the city. The research follows a case study approach and conducts an empirical study on Suzhou, a historic city in China. It investigates the interplay between the Suzhou's digital tourism identity and the current tourism development strategy of the government. Key research questions include: where do the visitors of Suzhou come from; what contents do they post in social media in relation to experiences and activities within the places they visited; how can we analyse the images and meanings of the Suzhou's tourism identity posted in social media; and, in what aspects of the captured digital tourism identity can be better informed to the tourism planning practice?

The top 20 local tourist designations in Suzhou are selected as case studies, and much of survey data has been collected from representative social media sites in China. In total, 4,194 samples, including 874 text-format comments and 3,320 image-format postings, have been analysed in order to understand the tourism identity spatially (geo-spatial analysis) and the changes of the identity temporally (trend analysis). As there has been little analysis or evaluation on the use of social media study in tourism planning, the research has developed a possible evaluation framework to categorise diverse tourism identities represented in social media. The analysis results show that the social media study is potentially useful to identify the key characteristics of particular tourist designations of the city from the visitor's perspective. The social media research can also be applied to the quality evaluation of tourism experiences and the practice of tourism planning and management.

### 990 | LOVELY + CENTRAL + NEWLY RENOVATED THE IMPACT OF PEER TO PEER SHORT TERM LETTING ON URBAN FUNCTIONS AND ECONOMY

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**ABSTRACT:** This paper explores spatial and economic dynamics arising from the diffusion of short term letting across Italian cities. The study is based on a vast dataset comprising of all the properties listed on the AirBnB website in 14 cities, during the year 2015.

We start by examining the relationship between airbnb's offer and general tourist flows, and demonstrate a strong correlation between the two in all the cities considered, suggesting that airbnb accommodation is now a well established, integral component of the Italian tourist offer.

The core objective of the study is to look into the role of short term letting within the general dynamics of urban capital valorisation, and gain insight on the possible evolution of the urban functions of historic centres. To this purpose we identified urban areas with the highest economic advantage of short-term letting versus traditional long-term residential letting. Our analysis suggests that landlords in the urban cores of art cities may already be moving properties from the residential market to short term letting in great numbers, contributing to the decade-old social desertification and disneyfication of Italian historic centres. This finding is also supported by the surprisingly high proportion of residential units in historic centres listed on airBnB and, among these, the overwhelming predominance of entire homes versus single and private rooms.

Such observations also seem to contradict AirBnB Inc.'s narrative regarding the actors that mostly benefit from the platform - reportedly younger tenants struggling with high rents, and families making an extra income. Our results suggest that landlords may be those more interested in the opportunities afforded by the platform, rather than resident tenants.

The article concludes with a focus on two cities, Florence and Milan, which display extremely different spatial patterns of short term letting supply and demand, and an interesting relationship between the distribution of airbnb clusters and urban phenomena of different nature, such as gentrification.

## 1189 | TOURISM AND URBAN REGENERATION A CHALLENGE FOR URBAN CULTURE

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**ABSTRACT:** In the process of globalization of the economy, many cities have lost its place within the global productive structure.

Economic activities that during decades or even centuries have been the engine of some cities, thus playing a role of great importance in the specificity of urban culture, are now in crisis.

The culture and the urban heritage represent the opportunity that some territories have to attract touristic activity, which can be able to revive the economic life of the agglomerates.

Tourism has been one of the functions that has profited, in a radical way, from the new technologic changes, as the use of internet.

From national level to the local or neighborhood levels, the technology is changing the way information reaches the local or the foreign population. But urban planning is far away from being able to foresee or control these new forms of appropriation of the urban space.

Urban regeneration promoted by the development of tourism is going through the first steps in many cities and challenging traditional urban culture.

The easy way through which public services distribute touristic information, as for instance the municipalities, allowing that each territory may publicize what they consider to be the most interesting, or where they want investment, or even which one is the most innovating place, without any intermediation, has left behind some important coordination towards a coherent urban marketing.

This paper aims the analysis of some of those new challenges within touristic activity at the urban and local levels, and promote some reflection about new solutions for these new types of problems, base on the case of the city of Santarém.

## 1204 | TOURISM, GLOCALIZATION AND URBAN REHABILITATION - TRANSFORMATIONS OF THE TOURISTIC ENVIRONMENT OF BAIXA IN LISBON

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**ABSTRACT:** Tourism studies are becoming ever-more challenging, especially when it comes to the relationship between global and local interactions (glocalization). Political and economic changes in some regions have a profound impact in touristic destinations and in its relationship with offer and demand. In this context, several actors are emerging, in search of investment opportunities that create fashionable touristic places. Within a certain spirit of glocalization, the relationships between tourism and the territory reveal environments of homogeneity and diversity, confronting us with ambiances that are, at the same time, common to various places worldwide, but also possess particularities that reflect their unique history as a place.

In this sphere, Baixa (downtown) in Lisbon reveals itself as a changing paradigm, and as an appropriate case-study on the confrontation between tradition and change, tourism and territory. As a methodologic support, we explore the urban typological transformations of Baixa, as well as the more recent tendencies on urban rehabilitation and requalification.

We aim for a critical reading of the urban rehabilitation operations, of their authenticity and of the effects of their urban marketing strategies, as well as of their attractivity mechanisms and incentives to touristic investments. Beyond the presentation of some representative examples of change, with a focus on some of the main commercial axis of Baixa, we establish a connection between them and the contents of the plans and projects that constitute their support.

Thus, the transformation of these places, in a perspective of the modernization in architectural and urbanistic contents as well as of the softening of regulations in construction processes, is put into evidence. A decrease in the demands of heritage preservation associated to these operations is also verified, with a larger incidence over the exterior image of the buildings, and their urban composition. The rehabilitation continues, in urban competition logic, with little deep critical thought on a qualitative positioning of the touristic and cultural attractivity on medium and long terms.

**KEYWORDS:** Tourism, Urbanism, Glocalization, Urban Culture, Lisbon



## SLOT T13.S08 | ROOM V1.24 | FERNANDO NUNES DA SILVA | IST-ULISBOA

### 72 | REACHING FOR SIMPLICITY; CITIZEN PARTICIPATION, COMPLEXITY THEORY AND THE TRANSPORT MEGAPROJECT.

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**ABSTRACT:** I would not give a fig for the simplicity on this side of complexity; I would give my right arm for the simplicity on the far side of complexity

Oliver Wendell-Holmes Jr.

At every stage in a research project an academic is faced with the problem of acknowledging complexity, attempting to process its implications and reaching for the elusive simplicity that we hope exists on the far side. In studying the implications of complexity theory for public engagement with a transport megaproject, what glimpses might there be of simple solutions?

HS2 is the UK's proposed high speed rail network. Due to begin on site in 2017, it has much in common with transport megaprojects the world over. It has a long linear 'site', the boundaries of which are subjective and indefinite. It poses questions about how the identity of the infrastructure at a local scale nests within the national scale. There are problems of compulsory purchase, very substantial land take and large numbers of residents affected by proposals. Running the project are hundreds of people from different disciplines, including designers, planners, engineers, ecologists, archaeologists, politicians and public engagement professionals, who are led by changing governments (for HS2, four prime ministers and five different governments to date). Multiple cascading effects begin before work starts on site, in a landscape that is already complex and emergent, with its own flood events, road building programmes, imminent housing developments and so on. A new railway line, therefore, has impacts apart from its physical presence, as it traverses the countryside between major cities it has significant effects on human psychology, social networks and economies as well as on views, road networks, hydrology and all other ecological systems. There is, arguably, nothing along the proposed alignment of such projects that remains unaffected during the phases of anticipation, construction and post-completion.

The above considerations suggest why complexity theory is relevant. This body of thought leads us to understand landscape at every scale as an emergent entity, in that the continuously evolving whole is greater than the sum of its parts and comprised of limitless interacting open systems. Compare the fluidity of this landscape condition with the operation of most public consultation exercises, which attempt to operate within a complex emergent field and yet themselves are inflexible, top-down 'snapshots' of public opinion. Such processes tend to start too late, finish too early and be determined by adherence to statutory requirements rather than motivated by a desire to access the expertise held by citizens about their local landscapes. An examination of HS2 Ltd's public engagement processes as enacted on the ground in rural English parishes illustrates some of the inherent problems.

A process of Emergent Participatory Planning, however, might create an elastic reflective capacity for governments engaging with local citizens about transport megaprojects. Such a proposal prompts a number of questions, and this paper proposes to address them. Should citizens routinely engage with the infrastructure to the extent that they initiate their own local landscape proposals? Could such a process increase responsiveness in the face of continuous change? And, as the anticipation of a megaproject gradually becomes embedded in a national psyche, how could citizens participate with simplicity and transparency?

## 242 | RE-POLITICIZING TRANSPORT WITH THE RIGHT TO THE CITY: HOW TO REVEAL POLITICAL-ECONOMIC CONTRADICTIONS OF FARE-FREE PUBLIC TRANSPORT PRACTICES?

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**ABSTRACT:** The contemporary urban transport debates appear to be dominated by an orthodoxy according to which transport is on the one hand perceived through the 'neoclassical' lens of utility, efficiency and economic growth, and, on the other, framed within the question of 'sustainable' development. We argue that this orthodoxy to a substantial extent functions as a masquerade veiling fundamental political-economic choices embedded in transport planning and practice, hence contributing to a largely technical, descriptive and de-politicised character of urban transport studies. By proposing to re-connect them with explicit political-economic considerations, we intend to mobilize and strengthen critical perspectives on urban transport. To do so, we develop a framework for studying transport practices and policies inspired by Henri Lefebvre's conceptualization of "the right to the city" (RTTC). Rather than being understood as an addition to sets of liberal-democratic rights, RTTC functions here as a theoretical apparatus that reveals deeply political character of urban transport, connecting it to issues of participation, power, justice, accessibility and equity. The framework is illustrated with a critical de-construction of the policy of fare-free public transport (FFPT), drawing on multi-site fieldwork in Aubagne (France), Chengdu (China), Tallinn (Estonia) and Żory (Poland) to demonstrate a variety of social, economic and political contradictions and paradoxes embedded in FFPT programmes.

## 702 | A HEURISTIC FRAMEWORK FOR EXPLORING SITUATIONS OF UNCERTAINTY IN TRANSPORT PLANNING

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**ABSTRACT:** Uncertainty has been an important and almost endless topic for transport-planning scholars along decades. However, an important shift from rational standpoints to more pragmatic and realistic views has taken place (Khisty & Arslan, 2005; Salet et al, 2013; Tapio, 1996). While rational planning models have treated uncertainty as a hindrance for providing accurate representations of reality, more recent approaches also use uncertainties as an opportunity to challenge old transport realities (Lyons & Davidson, 2016). In this sense, the capacity of practitioners and scholars to capture situations of uncertainty is embedded in their different visions about the planning process and its purpose. This motivates the search for overarching representations of uncertainty, taking into account multiple aspects and perspectives of the whole planning process.

Under the abovementioned issues, the present research aims at exploring the following research question: which situation of uncertainty can be identified in transport planning?

To address this, the research undertook three phases: Firstly, a basic literature review on definitions of uncertainty was carried out. The results of this review led to the elaboration of a heuristic framework for exploring situations of uncertainties in transport planning, addressing their source, nature and relevance. Sources involve the flow of information and knowledge across three layers of planning: the planning reality (context and environment), the planning process (concepts and artefacts) and the planning products (outcomes and outputs). The nature and relevance of uncertainty was related to four levels of uncertainty (inspired in works such as Walker et al, 2010), each of them entailing potential boundaries for the use of information and knowledge (i.e. from deterministic knowledge to complete ignorance). Secondly, a more insightful review used the heuristic framework for placing situations of uncertainty along particular dimensions of transport planning, connecting layers and levels of the framework. Thirdly, we illustrate some of these situations of uncertainty in a real case-study, concerning how the Light Rail project as emerged as a concept for sustainable mobility in Granada (and the Andalusia region).

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## 947 | FORMAL AND INFORMAL INSTITUTIONAL BARRIERS FOR INTEGRATING INFRASTRUCTURE AND LAND-USE PLANNING: A STUDY ON DUTCH INFRASTRUCTURE PLANNING PRACTICE

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**ABSTRACT:** The field of transport infrastructure planning in developed countries is in flux. Planning scholars and policy makers increasingly acknowledge that integrating land-use and transport planning generates opportunities for synergetic benefits and helps evade unwanted consequences such as project time and cost overruns. Despite this emerging concept of integrated infrastructure planning, examples of successful employment remain scarce. For this paper the institutional context associated with infrastructure planning has been studied to identify barriers which hamper integrated infrastructure planning practices. The explicit focus is on how horizontal (cross-sectoral) and vertical (between scales) integration in road infrastructure planning is adversely influenced by formal and informal institutions in different phases of the policy cycle. Evidence is derived from a six month research project on the current Dutch national infrastructure Planning, Programming and Budgeting System. This research has studied how integrated infrastructure planning is hampered in the different phases of the policy formulation, policy adoption, policy execution and monitoring and evaluation. Findings are distilled by triangulation of literature research, policy analysis, interviews with 22 experts, 2 focus groups and a workshops. In addition, multidisciplinary sounding board meetings, including both scholars and practitioners, were organized to reflect on interim findings. Results illustrate that every phase of the decision making process presents distinct formal and informal institutional barriers for integrated infrastructure planning. Furthermore insights were generated on the different roles formal and informal institutions play in affecting integrated infrastructure planning practices. Findings of this study may be used as input for institutional design strategies which aim at enhancing the integration between infrastructure and land-use planning as well as for developing further research trajectories.

## 1135 | UNSUSTAINABLE GROWTH OF URBAN TRANSPORT: QUESTIONING MAINSTREAM SUSTAINABILITY SOLUTIONS FOR TURKISH CITIES

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**ABSTRACT:** Motorized transport has vital and commonly accepted environmental and health impacts as global warming and depletion of ozone layer, spread of toxic organic and inorganic substances, depletion of oil and other natural resources, and damage to landscape and soil. Therefore, there were over 800 million motorized vehicles in the world, and this number has been continued to increase at higher rates than human population (OECD, 1996). The use of automobiles has significantly increased during the last few decades. Between the years of 1970 and 1990, the number of passenger kilometers by private car per capita experienced an abrupt rise by 90 percent in Western Europe and 13 percent in the United States (Jakobsson, 2004). Steady growth in motorized traffic threatens the quality of life in urban areas, and private car use stands as an important source of these problems (OECD, 1996). Thus, in current sustainability discussions particularly on urban transport, the main problem is about what we desire to sustain; more precisely, what we desire not to sustain anymore.

As opposed to car dependency, mainstream solutions are put forth as public transport, walking and cycling. In addition, decreasing policies for car use such as congestion charging, traffic calming, disincentive tax measures for car entrances to city centers and awareness raising campaigns and policies have been seen as supplementary solutions to sustain the future of urban transport. The positive feed backs of those mainstream sustainability solutions have been observed in positive manner over years in especially U.S and Europe –in cycling friendly cities such as Copenhagen, Amsterdam, Strasbourg, Antwerp-. However, cities in Turkey has still been experiencing the hazardous outcomes of car dependency and unsustainable urban transport. Whether the policies has been taken consciously or unconsciously concerning making urban transport more sustainable, there have also been several sustainable solutions in particularly public transport in Turkish cities. These are new urban rail investments, pedestrianization projects, cycling lanes and bike-sharing systems. Therefore, the main question is that Have sustainability precautions worked so far in cities in Turkey or not?

In this research, firstly, unsustainable transport concept will be mentioned together with its sustainable solutions as public transport walking and cycling. Then, unsustainable urban transport, namely car dependency, in Turkey will be revealed to constitute a base for research question. Finally, sustainable transport solutions in cities of Turkey will be critically discussed concerning the effects of new public transport, walking and cycling investments. Finally, the expected outcome of research will be that it has been so difficult to overcome the dominance of neo-liberal urbanization and transport policies through only sustainability impacts on transport.

**KEYWORDS:** Unsustainability, urban transport, car dependency, sustainability, Turkey.

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## 1226 | FUNDING AND FINANCING CONSTRAINTS FOR TRANSPORT SYSTEMS IN THE AFTERMATH OF INSTITUTIONAL DESIGN

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**ABSTRACT:** In the last years many countries started the reform of their legal and organizational frameworks for public transport, aiming to obtain better performances and improve the market shares of these services. Only a few cities succeeded in introducing effective change and overcome barriers to the reform process. Several background studies have exhaustively identified and assessed these barriers for different types of cities, but there is a deficit of analysis on the paths which were followed by those few cities which succeeded in the reform process.

In the background of this wave of reform is the evolution of urban areas that occurred in the last decades and changed patterns of mobility from a radial concentric shape towards a typical interaction spread across peri-urban areas and very often ignoring the city centre. This caused organized mobility services to extend beyond the administrative borders of the city and, consequently, the need to extend the scope of intervention of the mobility authority to all communities with a direct stake in the mobility system became more obvious, yet easier said than done.

The rationale behind this problem of extension of the scope of action and influence of the mobility system is relatively easy to understand but raises additional problems between that scope of action and the scope of intervention of the different institutions in charge of the several aspects of the system, such as territorial definition, financial autonomies, etc.

This paper aims to observe in a structured way the critical issues that surround this problem aiming to pursue in-depth research on institutional design and financing alternatives.

## SLOT T13.S09 | ROOM V1.23 | MILOS MLADENOVIC | AALTO UNIVERSITY

### 50 | A STUDY OF THE SHOPPING BEHAVIOR OF YOUNG PEOPLE IN TOKYO, JAPAN

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**ABSTRACT:** The place to shop has gained varieties in Japan for these 50 years. Where and how to shop has been changing, especially with the spread of shopping malls along with suburbanization and with the advent of the Internet shopping. In order to understand where and how (in terms of transportation mode) present young people shop, the author has conducted questionnaire survey to college students in Tokyo. The questionnaire investigated where to shop and what kind of transportation mode they used to shop for 18 different items. These items range from daily goods such as milk or bread to shopping goods such as apparels and shoes. The result of the questionnaire was analyzed depending on the area where students reside. The area was classified into three zones. They were Tokyo urban area, Inner suburban area and Outer suburban area. This analysis was conducted in order to investigate if there is a difference with the place where respondents reside and the place to shop and also the transportation they used for the shopping. Author has also conducted cluster analysis to classify the above shopping items by where they are bought and also which transportation they used in order to buy these items. The study successfully articulated young people's shopping behavior in Tokyo Metropolitan area. It also articulated the similarity and difference between young people living in urban area and those living in suburban area. The result of study may be able to contribute for designing or redesigning the commercial area, notably local shopping street. It can also contribute to some retail storeowners to decide where to locate their shops in order to attract young people.

### 98 | TRANSPORT MODES AND WAREHOUSING DEVELOPMENT

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**ABSTRACT:** In part because of globalisation, logistics is a relatively booming sector in the UK, mainly bringing in manufactured goods from around the world, towards final consumption. As a result, in the last 20-30 years some parts of the country have become centres of vast warehousing complexes, particularly in an area known as the Golden Triangle in the English Midlands, at key motorway interchanges. Local planning policy has not always been favourable to the formation of such large complexes, and government policy has in principle pressed since the early 2000s for the shifting of as much freight as possible onto rail. This has stimulated a policy drive to support Strategic Rail Freight Interchanges (SRFIs), which, it is argued, will facilitate such shift from road to rail movement of freight, especially from the major ports. A reform of the planning of major infrastructure under the 2008 Planning Act provided a fast track decision making process, backed by National Policy Statements, and SRFIs were included within this regime. As a result several large schemes have emerged with the addition of rail links. These may be very similar to large warehousing schemes which in the past have been refused by local authorities, because they have been seen as inappropriate development, often in Green Belts. This planning situation has been reinforced by the abolition of nearly all strategic planning in England in 2010, meaning that schemes develop in a planning vacuum. This paper examines the experience of this planning regime in the English Midlands, by looking at the schemes approved and proposed in this region. Elements studied include the nature of the developers involved, the impact of the fast track planning consent process, the experience of local opposition groups in the face of this changed decision regime, and the roles of local government, the Planning Inspectorate and government ministers. It is argued that there is evidence of manipulation of the new regime by developers, to secure massive warehousing complexes in areas which would be otherwise unlikely to accept them, with limited evidence so far that much, if at all, of the freight will be rail borne. There are issues for government and for local and wider opposition movements, in confronting this phenomenon, as new schemes continue to be promoted. Questions of democratic control are central to



the discussion, as well as the apparently increasing tendency for green policy drives to be subverted by developmental and governmental agendas which are largely commercially driven. In England and Wales, government frequently opposes genuinely green initiatives such as wind farms, but lends its support to conventional growth promotion schemes with very limited green credentials. The reforms of the planning system are at the core of this dynamic, particularly within England (less so, so far, in the rest of the UK).

## 223 | MOBICAMPUS-UDL: COMBINING WEB-BASED TRAVEL SURVEY AND SMARTPHONE APP DATA COLLECTION TO UNDERSTAND AND MANAGE UNIVERSITY URBAN MOBILITY BEHAVIOUR

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**ABSTRACT:** Universities are recognized as special generators in transportation planning processes. Large university campuses contribute in a variety of ways to the travel demand. However, university populations are underrepresented in travel behaviour studies in particular regular household travel surveys. Considered as a hard-to-reach group, they remain under-studied in the travel behaviour analysis arena and only a few documented surveys focusing on university communities travel behaviour exist in the research literature. This paper reports on an ongoing research project MobiCampus-UDL carried out by Transport Urban Planning Economics Laboratory through the support of University of Lyon and Lyon metropolitan authority. With a potential to reach about 150 000 students, faculty and staff members, the objective of the research project is to understand university communities daily travel behaviour characteristics not just from a travel demand modelling perspective but as well to help campuses managers in planning coherent measures and define actions for prioritising various range of mobility management strategies/urban design solutions appropriate to the diverse mobility needs and fulfil sustainability goals. This paper will also shed light on several issues concerning methodological aspects, process of data collection and spatial measures planning. A first experiment was undertaken by research team in spring 2015 among ENTPE-ENSAL Vaulx-En-Velin campus' population. The aim of the survey was to contribute to the reflection in the campus redevelopment framework in particular accessibility and parking issues. Insights gained from this pilot study served as a basis for the next step with the ambition to set up a permanent mobility observatory on overall university population by collecting longitudinal data including socio-economic, demographic, spatial and travel activity data. The administration of a travel survey to the entire university population requires close coordination with university administrative authorities. A deliberate and collaborative process-oriented approach is actually followed by the project team to ensure that all constituents are engaged and supportive of the effort especially to enhance response rates. A first wave of the web-survey will be carried out in spring 2017. Successive waves will be achieved in the next 3 years with the aim to establish reliable travel behaviour data for the university community across all UDL campuses. Analysis of the survey will include compilation and presentation of descriptive statistics, a more rigorous econometric investigation to understand the complexities of travel behavior dynamics (intrapersonal variability) and the logic behind travel choices among different university groups (undergraduate students, graduate students and staff) will be also completed. The research results will confirm underlying trends in travel demand for young adults which indicates decreasing car use and ownership, decreasing driving license rates and increasing multimodality. Another issue of the project is exploring the potential of smartphone travel data collection. As we know university populations are tech-savvy, that was a good opportunity to plan a panel recruitment of voluntary participants who will respond to the first wave of the web survey. The objective of this experimental approach is to verify if this new method of data collection can improve quality/accuracy in temporal and spatial data.

## 323 | CHANGING MOBILITY BEHAVIOURS IN ACADEMIA UNDER AUSTERITY

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**ABSTRACT:** The purpose of this paper is to explore how commuting patterns of university students have changed, before and during the recent austerity period in Portugal. The research presents the results of

two surveys that examined the evolution of travel behaviours, as well as the main barriers and motivations affecting transport decision in a student population (N=5177 students in the 2006 survey and N=4901 in the 2012 survey) from the Faculty of Engineering of the University of Porto (FEUP). This large university with 30,000 students is an important transport activity generator in Oporto Metropolitan Region. In both surveys, data was obtained by means of a personal survey that included questions regarding commuting travel behaviour (modal choice, travel time, frequency and monthly costs), individual factors (social background and attitudes toward travel), and local environmental factors (residential location and accessibility levels to transport systems). Our findings reveal that students became more multimodal. Interestingly, the results also indicate that this change on modal choice was particularly significant for distances longer than 8km. Indeed, in 2012, students travelled longer distances taking advantage of the improvements in the public transport system, namely in the local Light Rail System that was not yet fully available in 2006. On the other hand, transport costs seemed to be able to explain, to larger extent, the travel behaviour of those who did not use the individual car. In 2006, the main reason pointed out to move on foot was the time and comfort in short distances, whereas in 2012, the main reason was the overall cost of the journey. In contrast, the student population relying on the regular use of the private car seemed to be indifferent to travel costs. Although the overall evolution of the students' travel behaviour pointed towards greater sustainability patterns, the identified changes also reveal that the social contexts gained more importance.

## 939 | SUSTAINABLE MOBILITY AT FEUP

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**ABSTRACT:** Within the context of Urban Planning, Mobility is an intrinsic quality to the organization of a city. It dictates the pace and the soul of day-to-day life, reflecting the ideals of a society in question. Being an important source of pollution that mainly affects the atmosphere, its adequate management is crucial in order to diminish the emission of greenhouse gases that contribute to the increase of the Carbon Footprint and, consequently, global warming. This fact causes Carbon Footprint to be a valuable tool for sustainability inference in mobility management. The evolution towards a more sustainable future demands planning based upon the retrieval of real data, to properly support the necessary decisions, and the communication of that data to the citizens of the community to promote change towards a more sustainable behavior. This paper follows a twofold objective: first to operationalize the concept of Carbon Footprint for awareness campaigns on the sustainability of individual mobility intended for the general public, and second to compare traditional and innovative data collection methods regarding mobility behavior. The paper presents the case study of the Faculty of Engineering of the University of Porto (FEUP), which developed an extensive mobility behavior research, involving students and staff. This research project focused on assessing the sustainability of mobility patterns of the FEUP's community, using a mobility survey and a smartphone application (SenseMyFEUP), and raising environmental awareness through the information provided by the app in the form of the user's Carbon Footprint. This app, developed by a research team from Institute of Telecommunications, applies crowdsensing to seamlessly obtain data from the users regarding transport mode, duration and distance of a trip, and uses this data to estimate the user's Carbon Footprint. The interface of the app shows information about the user's transport mode choices and Carbon Footprint and compares it to FEUP's average, which creates awareness of the community's mobility habits. With these two methods to obtain data (survey and app) it was possible to compare results and methodology. To give just one example, the survey method relies on respondent's perceptions of mobility (declared mobility) while the app collects real life information directly from the source (revealed mobility). Each approach has its strengths and weaknesses and the choice to obtain data through one or another depends on the situation, the target population, the final objectives and the available resources. The use of the app has the advantage of allowing the operationalization of the process of communication with the community, by simplifying complex concepts of sustainability to promote active change by the users through understanding and awareness of the impact of their mobility choices. The ideal scenario would be to use the strengths of both methods to collect data, especially in larger scale cases, allowing a smoother transition to a new era of mobility information.

## 1075 | RECLAIMING STREETS AS PLACES OF DIALOG: CAR-FREE SUNDAYS IN ISTANBUL AS AN EXPERIENCE OF SOCIAL DIMENSION OF TRANSPORTATION

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**ABSTRACT:** In parallel with the economic, environmental and social problems in the world, tendency for alternative and sustainable approaches have increased. As a solution to these problems, human-centered and sustainable transportation policies are developed on the bases of their successful and permanent results in long term. This study, discusses streets as spaces of dialog by focusing on social dimension of transportation. Existing trend changes in transportation, which considers human movements and accessibilities as their focus rather than vehicles are questioned in local scale. In this context, the study introduces experience of Istanbul in Turkey concerning the social dimensions of transportation in order to reclaim the streets as public spaces for dialog. The study conveys the experiences of Carfree Sundays events in Istanbul in order to discuss the reflections of social dimension based transportation approach and its socio-spatial effects on streets. Based on these ideas, ‘Street Belongs to Us Organisation’ was founded in 2010 as a non-profit organization, which focuses on human-centered cities and streets for a livable future in Turkey. This organization was involved in different projects, campaigns, interviews, events, workshops to make citizens aware of the transportation problems and alternatives, different usages of public spaces in terms of human-centered and livable cities. The objective of Carfree Sundays organized by Street Belongs to Us Organisation in Istanbul was to produce long run solutions about traffic culture and following up by providing information, governance and communication networks where all the actors of the process are included. Collaboration with other organizations such as municipalities, local residents, NGO’s, sponsors, and local initiatives to achieve efficient participatory urban processes was the main structure of this project. This experience indicates the change in transportation can help reclaiming street as places for dialog, interaction and communication as well as a fundamental parameter of transportation network.

## SLOT T14.S04 | ROOM V1.26 | JOSÉ PUPPIM DE OLIVEIRA | FGV - GETÚLIO VARGAS FOUNDATION

### 104 | CHALLENGES FOR THE FUTURE OF SMART CITIES FROM A GENDER PERSPECTIVE

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**ABSTRACT:** The aim of this paper is to propose a research that integrates both, parameters and variables related to innovative design for cities' public spaces and gender. It is evident that the future of cities is linked to aspects connected to urban design that are implemented by the Information and Communication society. Besides, a gender perspective is used as this is the criterion chosen by the European Commission (Horizon 2020, art. 15) to support the social and economic progress necessary to arrive at a more balanced and equalitarian society.

The need for the existence of public meeting spaces for the development of healthy communities is a key dimension to promote the innovation of traditional methods of how to make city with the goal to overcome the globalized urbanism model.

The propose consists to research into cartographies of the new urban complexity where, in addition to the traditional problems, new problems persist. They are related to the present economic and financial crisis, the movement of populations, the growth of the inequality, the isolation, the contexts where violence and insecurity are present and many times revealed as gender differences, the context of a breeding ground for tensions between extreme forms of tradition that link the past and a modernization that is expressed in a change of scale in multiple aspects of urban life, change that has very often to do with the use of Information and Communication Technologies. All of them are questions that bring us to make new approaches to the built augmented by technology environment looking for possible ways to improve coexistence by optimizing the collaboration of the media communication.

From the architectural point of view, we are aware of how the role of the architect has radically changed becoming the mediator between engineering and other disciplines and, in so doing, overcoming the traditional authored design's creations. Architecture is transformed, in such a way, from a mere product of design and construction to a social construct. There is an extension of its scope, the provision of teams by new information, interaction, production, registration, association and transfer of knowledge instrumentation that profoundly change the working contexts.

Technology is, nowadays, understood as instrumental in the mediation and communication processes needed to construct a more human, more sustainable habitat with participatory and environmental qualities where differences and hierarchies based on gender, class, culture, ethnicity, etc. are eliminated. It is no longer a question of local feminist practices, but the result of a great need for a renewed vision that implies the commitment to incorporate the point of view of women in the construction of the artificial environment at a local and global level.

The space where our daily life unfolds is, in fact, an augmented environment, a technologically implemented space that produces profound effects on multiple areas of communication, knowledge and life experience. The perception of the body-space-time-language, the understanding of what constitutes the realization of the ways of being in the world, the presence of others, the education, socialization, work, health ... are mediated by digital technology. For all the reasons mentioned above we believe the current moment is an important occasion to re-examine the situation of women in a restructured environment through its relations with science and technology.

## 419 | GOVERNANCE FOR THE TRANSFORMATION TO SMART URBAN INFRASTRUCTURES

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**ABSTRACT:** Cities, regions and their urban infrastructures are in an on-going process of transformation. In the past, urban growth and/or the introduction of new technologies caused changes in urban infrastructures. Nowadays a similar transformative potential is perceived in ICT and digitalization. The objective of new urban technologies is to raise the efficiency of urban flows and metabolisms, and increase the quality of life e.g. by implementing demand-oriented real-time supply of public services. Beside technological trends, environmental policies; regulation; and discourses about resource efficiency foster a rethinking of urban metabolisms in order to limit energy consumption and increase the reuse of resources.

The debates about smart cities combine the strands of discussion and connect the issue of economic efficiency with ecological objectives and digitalization trends. They refer to major cities that act as main test-fields for the new digital technologies as examples from all over the world show. According to European smart city-visions (e.g. in Cologne, Lyon, Vienna), technological solutions of networking and digitalization will be used to reduce the energy consumption and CO<sub>2</sub> emissions of a city, while improving the quality of life. In debates of political ecology it has been stressed that urban governance and strategic planning have important influences in the transition process to smart urban infrastructures.

This paper aims to explore how trends and discourses about Smart Cities are affecting public stakeholders and local governments in decision-making regarding urban infrastructures. It takes a closer look into capacities and strategies of city governments and public utilities in managing transformation processes in urban infrastructures. It also estimates local abilities to govern different transition dynamics, coordinate cross-sectoral interfaces and comply with environmental requirements portrayed in different policy documents.

The underlying study is based on a literature review, document analyses and on interviews with local decision makers in Germany. It compares the results to metropolitan regions in Europe such as Turin, Vienna and Copenhagen. It shows that current practices in urban administrations and utilities are supporting pilot projects for new technologies in a place-based and incremental approach. However, the local actors struggle to address the variety of functional, ecological and institutional interdependencies between these infrastructure domains, because of a fragmentation in service provision and different dynamics of change in urban infrastructures. Based on these findings, the study investigates the requirements and contexts needed for a more integrated infrastructure development by analyzing patterns of a) the awareness of the local decision-makers of cross-sectoral dependencies and interconnections between different infrastructural domains, b) place-specific potentials and barriers to innovation in networking and digitalization, and c) strategies and practices to deal with these barriers to transformation.

## 1130 | PATH DEPENDENT ANALYSIS OF CITIZEN PARTICIPATION THROUGH ICTS: A COMPARISON STUDY OF TAIWAN AND THE NETHERLANDS

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**ABSTRACT:** In recent years, information and communication technologies (ICTs) have become wildly infused in public policy-making process. Especially in urban planning domain, where public participation is considered vital and the interest parties are miscellaneous. ICTs has not only created a new bridge between public and private, but also between different groups of people. However, the speculation on whether ICTs are making the policy-making process more inclusive and democratic is still in doubt, and the systematic comparison between different countries and societies is in scant. Therefore, this research aims to investigate the path towards smart city and the citizen participation by using ICTs in two countries: Taiwan and the Netherlands. The first part of this article conducted path dependent analysis by using archived data and literature, retrospectively the evolution of e-participation in the past two decades in both countries. The second part of the article tries to compare the two distinctly different routes to realize the

similarities and differences in the two societies. Result of this study shows that the development of ICTs has led citizens participation to another level in both Taiwan and the Netherlands, and the focus of public participation though ICTs has shift from quantity to quality. Yet in Taiwan the path of the ICTs development are more driven by contingent events such as social movements and political incidents, whereas in the Netherlands the path are relatively smooth and gentle.

**KEYWORDS:** Path dependent analysis; Information and communication technologies (ICTs); Citizen participation, Public participation; Smart city

## 1222 | SMART CITIES AND THE EMPOWERMENT OF CITIZENS

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**ABSTRACT:** Smart cities are the ultimate invention of humankind. A new utopian vision of the world ever since the appearance of the internet (Mitchell, 1999; Castells, 1996) in the 1980's and a buzzword largely disseminated by these new type of urban planners which are the multinational computing giants: CISCO, Siemens, IBM, Google, Facebook, HP, among others'. Although others (Townsend, 2013; Ratti, 2016) brought to discussion that this utopian vision in which cities are shaped by pervasive technology could leads to a dystopian reality. From our point of view, there are two visions of what Smart cities idea is or imply: A top-down vision, which is an engineering or computer science vision of what a smart city is or should be, one that cities are shaped by pervasive technology and cities governments are transformed into Center intelligence operations (CIO); and a bottom-up vision, which is a social science perspective of what a smart city should be, a city based less on technology-driven efficiency and more on the empowerment of citizens and in the energy of the crowd. This article focus on two critical subjects: 1) the design of a methodology that combines both visions, technology driven efficiency and citizen science, to achieve a gender further balanced society; 2) to prove the importance of geospatial data as the foundation of smart cities, through the clash of classical methods with the above-mentioned methodology (1) based on Volunteer geographic information. The paper is an outcome of GenMob project – Gender mobility: time-space inequality.



## SLOT T15.S08 | ROOM V1.25 | MAGDALENA WAGNER | WROCLAW UNIVERSITY OF TECHNOLOGY

### 351 | THE NEW PLANNING AMNESTY IN PORTUGAL: HOW FAR SHOULD PLANS ACCOMMODATE NONCOMPLIANT DEVELOPMENT?

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**ABSTRACT:** In 2014, Portugal enacted special legislation (DL 165/2014, from November 5) which, for the first time, explicitly admitted amendments to statutory plans to accommodate illegal structures that are incompatible with land management instruments or land use restrictions (Oliveira & Lopes, 2016). This framework applies only to productive units such as industrial, farming, waste management and quarries. The initial deadline for application was January 2016, but was extended till June 2017 (L 21/1016, from July 19). This amendment also introduced subtle changes, to include buildings in which construction had not been concluded, and some types of warehouses. The pressure for a solution for to illegal development arises arose from restrictions on real-estate transactions and also conditions placed by the EU for on eligibility for its funding mechanisms.

Despite not being intended as such, this new legal framework has several similarities (but also important differences) to other planning amnesties implemented in Mediterranean countries. In general, planning amnesties are time-window opportunities for private owners to formalize illegal building, installation or uses that are not compatible with statutory plans, upon the submission of architectural designs and payment of a fee. These amnesties have become traditional in Turkey, where they have been granted 16 times since 1983 (Unsal, 2009), and in Italy condono have repeatedly been granted since 1985 (Zanfi, 2013). More recently, in 2011 and 2013, Greece implemented a similar program, but the effect is for 30 or 40 years and does not apply to protected areas. Other Balkan countries have followed this trend (Potsiou, 2015). However, details in amnesties design do make a great difference.

One of the main concerns about the new Portuguese law is that it promotes formalization in protected areas, including natural parks, coastal areas, and environmental and agriculture reserves. Additionally, if operating conditions are considered adequate by a multilevel Government Commission, municipalities are required to promote acupunctural amendments to general master plans.

From a spatial planning point of view, this can be seen as major threat, and a contradiction to the aim of planning systems. From a social perspective, it favours developers who did not care to follow the rules in situations driven by profit (not necessity), and aggravates mistrust (already high) in the Portuguese planning system. Does the economic gain justify the sacrifice of the planning system? Will it promote more illegalities? How far should plans accommodate noncompliant development?

The object of the paper is to formulate a perspective on the new planning amnesty in Portugal and to elaborate on expected results, built on the experience of similar programs in other Mediterranean countries.

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## 595 | A SOCIO-JURIDICAL CRITICISM TO URBANISTIC LAW FOR A NEW URBAN STRATEGY IN NATAL / RN / BRAZIL

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**ABSTRACT:** The principle of the dignity of the human person is a moral, social and juridical value inherent in the person, that is, every human being is endowed with this precept, and this is the highest principle of the democratic state of law. While it is a right the idea of dignity in a collective dimension concerns tolerability per temporal, spatial and cultural circumstances. Thus, the city must be the place of the exercise of the dignity of the human person. Based on this idea and based on a dialectical perspective, the research proposes to discuss the effectiveness - notably ineffectiveness - of the norms of urban law, through the confrontation between the Federal Constitution, the City Statute, the Metropolis Statute, and the Municipal Master Plan in the State of Rio Grande do Norte located in Brazil. For purposes of this work, effectiveness is understood as the conformity of the actual situation to the legal situation granted or determined by the standard. In this sense, the first stage of the work consists in the revision of the literature focused on the legislation and legal instruments of urban law that regulate the urban space in the municipality of Natal. Next, we intend to criticize the illusion of urban law and the predominantly positivist conception that predominates both in the elaboration of legislation in Natal-RN and in the application of such norms. In addition, to investigate the causes of noncompliance with norms of urban law, it is necessary to study the city and society in which we live, the relation of identification and belonging of the individual with the city in which he lives, what mechanisms of participation Effectiveness of such individuals. In other words, we must understand in depth the ideas of democracy and justice, from the precepts of freedom and equality to the understanding of our reality. In this sense, the objective is to evaluate if the usual means and procedures used in the city of Natal-RN in the legitimization of public decisions in the sphere of urban policies, are backed by social legitimacy, once we experience the daily practice of civil disobedience in relation to the laws in the coexistence of the legal city and the illegal city. Thus, it is essential to discuss the right to the city from the study of popular participation. Therefore, it is urgent to rethink conceptually law as a science, specifically the role of urban law and urban plans in the current Brazilian scenario, and the necessary change from its normative-rationalist character to a more pluralistic view that the promotion of less unequal social and territorial justice. We then proceed to the conceptual reconstruction of the right to the city from a political conception by essence. This idea is fundamental to address the issue of legitimacy and legitimation of public decisions within the city of Natal-RN as well as has an influence on the analysis of the experiences found associated with new urban practices. Finally, the current situation and the role of the Public Power in the inspection and in the compliance - or more precisely, non-fulfillment - of the existing norms are discussed and the perspectives for a new urban strategy in Natal-RN are discussed.

## 888 | THE NORWEGIAN PLANNING AND BUILDING ACT AND THE PLANNING STRATEGY - §10.1

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**ABSTRACT:** 1st July 2009 the new Planning and Building Act (PBA) came into force in Norway. Previously the PBA has had big ambitions and has provided the municipalities with planning tasks that can seem both diffuse and abstract. The revision of the PBA of 2008 has done several attempts on connecting politics and planning closer together and motivate politicians to be more involved in planning in their municipalities. The PBA is one of the most important tools the local democracy has to control and manage the development in their own municipality. Pløger (2012) said that planning is political since it is all about what political position of power that are established around a question concerning planning. Nevertheless, a huge challenge is still that planning is not rooted politically or among politicians in municipalities.

According to the preliminary provisions in the PBA §3-3 it is the Municipal Council that is the administrative board of the local planning. The municipalities were in 2008 introduced to several new planning instrument during the law amendment, and the planning strategy were one of the most important one. The planning strategy is not a plan, but a devise that aim to support the municipality in working with plans in a more long-term manor. The main purpose of the planning strategy is to clarify what planning functions the municipality should initiate or continue with in order to facilitate the desired needs and development in the

municipality. This new paragraph has bounded all newly elected Municipal Council, in practice from 2011, to develop a planning strategy at least once every four-year electoral term and adopt it within a year after the Municipal Council is constituted. The municipal council shall clarify the municipality's planning needs for the upcoming municipal planning period, and the further planning work will be based on the planning strategy (Regjering 2013).

In 2011, this new paragraph in the PBA gave 428 municipalities in Norway a time limit on developing a planning strategy, that no municipality in Norway had ever developed before. By the end of 2012 around 340 out of 428 municipalities had adopted their own planning strategy. During the fall of 2016 hundreds of municipalities adopted their second generation of planning strategies.

In my PhD project I will study community planning in the Norwegian democracy by looking closer at how the planning strategy can be part of setting the foundation for planning in the representative democracy in Norwegian municipalities. How can the Norwegian PBA and the planning strategy generate a political revolution in the way we manage our political responsibility, with foundation in the participatory democracy? Why are we still waiting for this revolution?

I believe a revolution can happen because the planning strategy has the potential of generating a revolution within the area of community planning.

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## 1032 | GROUP DECISION MAKING

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**ABSTRACT:** How to take into account various players' values? How to balance interests of various parties engaged in city development? How to divide resources between various groups? How to prepare city strategies so that no one feels omitted? Urban planners face these questions all the time during their work. It is a challenge to meet the needs of several groups: developers, local authorities, lobbyists, environmental activists, and – last but not least - citizens. These are just few groups whose interests shall be considered and taken into account while preparing new plans and strategies. The purpose of the paper is to encourage a discussion on possible solutions and answers to the questions mentioned above.

First of all, the paper discusses how the law frames public participation (in Poland), in particular how (i.e. by what means and to what extent) interests of various actors are taken into account by planners. An overall description of the Polish spatial planning law and the characteristics of the Polish context are discussed. In the next step, the paper presents methods derived from operational research: it seems that multi-criteria decision analysis (MCDA) might serve urban planners with several promising tools. Methods such as Analytic Hierarchy Process or PROMETHEE Group Decision Support System could aid the planning process at local or regional level. The paper offers a brief description of these methods and discusses examples of how to use them in everyday work of urban planners.

On the basis of aforementioned presentation of Polish legal framework and MCDA's capabilities, general proposals for improving spatial planning system are offered. By bringing together group decision support systems and urban management, the paper indicates directions for further research and discussion. The paper offers a brief presentation of promising methods that could aid decision making process in order to make it more rational, transparent, and inclusive.

**KEYWORDS:** MCDA, social participation, group decision-making

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Drawing out and Reconciling Differences, Pittsburgh, Pennsylvania: RWS Publications; Trzaskalik T. (2014) Wielokryterialne wspomaganie decyzji. Metody i zastosowania. PWE, Warszawa.

## 1121 | WHAT FACTORS AFFECT PUBLIC PARTICIPATION IN THE URBAN REDEVELOPMENT PLANNING PROCESS IN CHINA?

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**ABSTRACT:** Due to the Reform and opening up policy, China has experienced a large scale of accelerated urbanisation in the last four decades. Now, the economic development in China has entered a New Normal era. Meanwhile, in 2011, the urbanisation rate of China has reached 51.27% for the first time, which means urban redevelopment planning need to be considered seriously in the later stage of accelerated urbanisation. The deceleration of the economy development causes widely reflections on the rapid urbanisation process led by the government. On the one hand, strategical planning drafted by local governments begin to concentrate on the human-oriented, transformative and sustainable redevelopment in the built-up areas in the New Normal era. On the other hand, the public's willingness to participate in the urban regeneration decision-making process have increased because of more attention to life quality and individual properties. Thus, public participation plays an increasingly essential role in the urban redevelopment planning.

Public participation in the urban planning process was mentioned by the government and scholars in China in 1990s, and was implemented in 2008 when the Urban and Rural Planning Law of the People's Republic of China was published. The Planning Law acknowledges public participation in explicit terms, and emphasizes the importance of participatory planning in China. However, the lack of specific approaches in relevant provisions provides few instructions for the planning practice in China. Additionally, due to the lack of successful cases in the participatory planning process, most of the research still remain in the theoretical level. Thus the comparative study of public participation based on practical cases in China and other developed countries can offer suggestions and fill the gap between participatory policies and its practice in the urban redevelopment planning process in China.

This paper will first illustrate the status quo of public participation in urban renewal projects in the New Normal era, following by a typical case in the urban redevelopment planning process in Guangzhou. Then it will evaluate several factors, including government policies, interest groups and public consciousness, which may hinder the public from participating in the urban redevelopment planning process based on cases and previous experiences in Chinese context. After that, it will compare the practice of participatory planning in China with that process of the neighbourhood planning in London, analysing reasons for the formulation of these factors based on case studies in different context. Finally, the paper will provide some suggestions which may improve public participation in the urban redevelopment planning process in both China and the Great London area.

## SLOT T16.S03 | ROOM V1.27 | MENDEL | UNIVERSITY OF AMSTERDAM

### 150 | RESEARCH ON THE SPATIAL PERFORMANCE EVALUATION ABOUT INDUSTRIAL-LAND-USE IN MATURE URBANIZED REGION—A CASE STUDY OF NINGBO CITY IN YANGTZE RIVER DELTA

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**ABSTRACT:** This paper considers Ningbo city located in YANGTZ Delta as the research object, which has entered mature urbanization period, and focus on the spatial performance evaluation about industrial-land-use. Based on the data of statistics, the paper reveals some problems about industrial-land-use, such as scale structural unbalance, spatial structural imbalance, serious problems of unused land, low effect of industrial agglomeration, and large difference in economic performance of industrial land. Furthermore, based on the preliminary conclusions above and the integration analysis about the pattern spots of the industrial-land-use and population distribution of census, the paper presents the spatial performance evaluation on industrial-land-use from three aspects. Firstly, the paper determines the index system of industrial land fragmentation evaluation in appropriate spatial scale through pattern spots fragmentation analysis. Secondly, based on the spatial matching analysis, the paper generalizes matching models between industrial-land-use and residential land, commercial service land, and green land. Thirdly, through the analysis of spatial-relation between residence and employment place in demographic statistics block scale, the paper constructs an analytical pattern related to the industrial-land-use. Finally, this paper argues some points. (i) Industrial land fragmentation can be described by the mount of pattern spots in one spatial unite and paralleling with the difference between the maximal pattern spot and the minimum pattern spot. (ii) Spatial matching analysis should be taken when land fragmentation is not serious. The residential-land-use is the most sensitive space matching type to the industrial-land-use. (iii) At census block scale, the analysis of spatial relation between residence and employment place can optimize the spatial relations on matching further, the equilibrium index of employee and the equilibrium index of habitant both show the spatial performance condition. Above all, this paper constructs a system of spatial performance evaluation about industrial-land-use, which utilize industrial-land fragmentation, spatial matching, and spatial relation between residence and employment place, and the results of the Spatial Performance Evaluation could provide some policy suggestions for rehabilitation of idle industrial land.

### 345 | VISUAL INTERACTIVE SUPPORT FOR CROSS-DOMAIN SIMULATION AND NEW INFORMATION FLOWS IN EARLY STAGE PLANNING PROCESSES

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**ABSTRACT:** For the development of urban areas within existing urban systems, which concentrate on sustainable ways of energy supply and therefore essential cooperative planning processes, interactive software systems holding digital city models can enable visual driven support. The offered visual support can constitute a communication basis for the interdisciplinary actors within these complex planning processes. In an interdisciplinary research project we developed a visual planning and decision support system, the 'URBEM-Visualization'. This system allows to geographically pinpoint information of urban systems multi-scalar and handles cross-domain information of different calculation scenarios regarding energy and mobility.

Based on a development area in Vienna, located at the train station Wien Westbahnhof, which offers high potentials for a sustainable agglomeration and the use of built grid infrastructures, we evolved a planning



test run. Within this test run we design new housing developments and evaluate different possibilities for the electrical and thermal energy supply for them.

Based on this planning test run, the paper exposes how visual interactive decision support strengthens the cooperation of the interdisciplinary planning team and how this interdisciplinary consolidation facilitates a rethinking process, changing historical driven top-down planning processes. We show how visual output of simulation data regarding energy supply networks allows the design of new loops of information flows and how this can supply decision makers in early stage planning processes.

Furthermore the paper presents a visual web based planning tool. Based on the planning test run it allows to depict new access to complex planning problems by offering new use adapted views for the involved stakeholders in a planning and decision process. New adjusted views provide a better understanding of interdisciplinary connections and enable the finding of comprehensive domain Hubs. These hubs boost more and more importance to gain sustainable strategies of land use and to combine cross-domain possibilities for energy and mobility subsystems as structures for an urban overall system

## 402 | LIVING LABS AS TOOLS TO SUPPORT THE POLICY MAKERS IN THEIR DECISION MAKING ON SUSTAINABLE URBAN AND TERRITORIAL DEVELOPMENTS

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**ABSTRACT:** All over the world, the consumption of natural resources is rising rapidly; currently the challenge is how to imagine a new kind of growth and how to expand economic activities while, simultaneously reducing resource consumption. Decoupling human well-being from resource consumption is an urgent need for citizens and policymakers to reverse the environmental development and the contemporary trends that lead to a state of danger and territorial degradation. Nowadays, governments and industries are developing many application and policy measures to address decoupling of resource consumption from economic growth, in other words to reduce the negative environmental impacts. Among others, one pilot example is the work that the Dutch government is doing to move towards a circular economy by 2050.

One effective way to contribute to the reduction of raw materials and resource consumption is to understand waste as an innovative kind of resource, and to work with the improvement of cities' metabolisms. The increasing challenges of complex contemporary cities require co-creation processes with the involvement of several stakeholders to be addressed correctly. A possible method for steering such processes is the Living Lab approach (LL). LL is a tool to improve the innovation capabilities and competitiveness of territories, developed for policy makers to help them face the many socio-economic challenges of their territories, improving social inclusion. Based hereupon, new development can take place in the LL as a result of co-creation. LLs identify sustainable activities that are coherent with the territory and competitive in some ways if compared with global economies, and put them in contact with the ones that already exist in the same area. The main question addressed in this paper is: how can Living Labs be applied to develop a geodesign decision support environment (GDSE) to support the policy makers in their decision making on sustainable urban and territorial development? The research for this paper is part of the project REPAiR[1] that is using Living Labs as an innovative tool to provide local and regional authorities with an innovative transdisciplinary open source developed and implemented in Living Labs in six metropolitan areas, namely Naples, Ghent, Hamburg, Pécs, Łódź and Amsterdam.

In REPAiR, Living Labs are organized as decision support environments where representative of universities, governance, corporations and in addition individuals make decisions that depend on their role and expertise. In this framework, design professionals, information technologist and scientists give contributions to decide what to do and how to do that in each case study area. In order to make a decision that is site specific, it is necessary to compare several opportunities and alternatives that should be developed in the Living Labs, after the evaluation of the current situation of the place. In the elaboration of the diverse alternatives and eco-innovative solutions, scale and size are fundamental.

The different disciplines involved in the PULL have different methods to imagine change models that work at different scales simultaneously. This paper will present the Living Lab methodology developed for REPAiR, will shed light on the possibility for cross case learning from and between the cases.

[1] REPAiR - REsource Management in Peri-urban Areas: Going Beyond Urban Metabolism





## 678 | CHANGING ENERGY NEEDS. THE ROLE OF SPACE IN PRODUCING NEW MEANINGS OF ENERGY USAGE THROUGH SOCIAL INTERACTIONS

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**ABSTRACT:** This research addresses the social challenges of a transition towards more conscious sustainable approaches to energy use in cities. In the light of the apparently weak results of top-down investments on infrastructures for energy efficiency, such as grid management, smart meters and the like, there is increasing urgency to address the individual and collective practices of energy use. Such top-down investments have proven not to be sufficient to tackle this big challenge due to, for example, 'rebound effects' by which technological innovations, by making energy cheaper, may encourage greater energy usage. Therefore, it is important to tackle the behavioral and social elements of energy consumption more explicitly. This research does it by building upon the notions of 'energy needs', 'lifestyle', 'consciousness' and 'space', and by exploring the concept called in this research 'energy conscious lifestyle'. An 'energy conscious lifestyle' is defined as a set of energy-consuming practices that bundle together as a result of a reflective process, which challenges current needs for energy, and which takes place through social interactions between individuals and their communities. In this research, social interactions will be moderated by energy-related data/information, ranging from 'hard data', as in footprint calculations to 'soft information' as in the sharing of personal experiences, stories, etc. The way these (data-moderated) social interactions and these 'consciousness awakening' processes happen very much depends on one key aspect, space. Space, as conceived by Doreen Massey, is constructed in a relational way and it is this characteristic that allows for a continuous production and reconfiguration of meanings. Space has the ability to produce new meanings that can shape current energy needs and challenge current associations of progress and well-being with continuous increase of energy consumption. Space has the potential to create new meanings that can pave the way towards a more conscious and sustainable use of energy. Therefore, understanding the role that space can play is crucial. This research aims to answer this question: How do different types of spaces shape (data-moderated) social interactions to enable the production of new meanings of energy usage and contribute to the development of 'energy conscious lifestyles'? In order to answer this question, social interactions in two neighborhoods in Amsterdam will be analyzed. These social interactions take place in two different types of spaces. First, social interactions happening in physical space, such as face-to-face interactions between individuals and their communities and second, social interactions taking place in virtual space. For the later, a web-based platform, designed specifically for this research to serve as a virtual space for social interaction, will be used. Social interactions occurring both in physical and virtual space will also be investigated.

**SLOT T19.S08 | ROOM V1.07 | TERESA CALIX | FAUP**

## **64 | A MODEL FOR THE PURSUIT OF ROBUST URBAN FORM**

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**ABSTRACT:** Cities expand, upwards and outwards, and their physical structure can last a very long time, not just tens but hundreds of years. Nevertheless, their layout rarely allows for their extension, their intensification or for the retrofitting of infrastructure as they grow. Their physical form can constrain, and often prevent, the growth and change of urban activities - they are not robust' in their design. In other words, change is not planned for but involves costly reconstruction. Providing a properly planned basis for the extension and increase in density of urban areas would have great practical application. A theoretical city model is devised in order to explore how a robust, expandable and sustainable urban form could be deduced from planning goals. It is found to result in some remarkable consequences. If development does not just follow public transport corridors but is not allowed beyond walking distance from them then this creates green enclaves that would permit not only recreational access but also the retrofitting of infrastructure and the unimpeded circulation of motor vehicles. The same principles can also be applied within neighbourhoods and facilitate the rational handling of urban intensification. Such a city would be truly robust with regard to changing circumstances. It could be expanded continuously in an efficient and sustainable manner and offer a high quality of life.

## **211 | STUDY ON THE SPACE GROWTH BOUNDARY DELIMITATION OF MIZHI COUNTY IN CHINA BASED ON THE COMPACT DEVELOPMENT CONCEPT**

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**ABSTRACT:** The loess plateau region in northern Shaanxi province in China is characterized by loess hilly and gully, fragile ecological environment, scarcity of land resources, and delimitation of space growth boundary is very important for the intensive utilization of land resources and compact development of small towns in this region. Based on the theory of compact development, taking Mizhi County in Northern Shaanxi province in China as a case study, this paper uses ArcGIS (Geographic Information System) to delimit the space growth boundary in three steps. Firstly, the paper uses the ecological suitability evaluation to reflect external development constraints, and calculates the construction land area to reflect internal development needs. Secondly, by the superposition analysis of the external development constraints and internal development needs, this paper simulates to generate several possible space growth boundary lines. Thirdly, this paper calculates the fractal dimension to compare the compactness of each possible boundary line, and selects the most compact one as the space growth boundary of Mizhi County. Furthermore, its feasibility and rationality are verified combined with the construction status of Mizhi County to explore the method of delimiting the space growth boundary of Mizhi County based on the compact development concept and provide reference for the boundary delimitation of other similar cities in this region.

**KEYWORDS:** Compact Development, Loess Plateau Region in North Shaanxi, Space Growth Boundary, Mizhi County, Delimitation

(Foundation: National Natural Science Foundation of China, No. 51378421& No. 51478375)

## 256 | A REVIEW OF APPROACHES AND CHALLENGES FOR SUSTAINABLE PLANNING IN URBAN PERIPHERIES

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**ABSTRACT:** As urban systems continue to grow worldwide, urban peripheries increase in number and typologies, which makes their planning a challenge for sustainable development. The aim of this article is to explore approaches and challenges related to the application of sustainable planning to urban peripheries. We reviewed the content of 102 papers related to sustainable planning in urban peripheries by applying a framework built on two main research questions that address: i) the kind of peripheries and sustainable planning approaches considered; ii) the challenges and recommendations reported.

The results show that urban peripheries are difficult to synthesize in operative classifications, and are not central in the discourse on sustainable planning approaches. The studies described are mainly context-specific and solution-oriented, aimed at responding to local socio-economic and ecological issues, and the analysis reveals uncertainties about their transferability to other geographical contexts. Few common trends can be highlighted, but many authors acknowledge the cross-cutting risks and trade-offs related to the complexity and dynamism of urban peripheries, which may eventually lead planning to unsustainable or unlivable outcomes. Integration among different scales and sectors emerges as a requirement for effective sustainable planning. We conclude with a remark on the underexploited opportunities offered by urban peripheries, especially with regard to ecological planning approaches.

## 578 | SPATIAL TRANSFORMATIONS THROUGH MIGRANT CRISIS IN GREECE

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**ABSTRACT:** This paper examines the spatial transformations that took place in urban and rural areas as implications of migration in Greece. Specifically, the main objective is to identify, record and analyze the features and the effects of these changes not only on the building and natural environment, but on society as well. The methodology that is used for this purpose is case study research in order for empirical conclusions to be drawn.

Understanding the way spatial transformations through migration are occurred demands both apprehension of the framework in which this phenomenon is unfolding and delving into the phenomenon itself: its own qualitative and quantitative characteristics. Although migration is not new, in recent years Europe has to deal with a totally unanticipated reality. Since European migration crisis began in 2015, the number of people that have arrived at European Union borders through regular or irregular channels, has continually increased. This migration surge is rapidly becoming the largest and most challenging that Europe has faced since the World War II. Greece is the country of first entry for the vast majority of migrants and refugees arrived to Europe by sea or land. More than 70% of arrivals between 2015 and 2016 is recorded in Greek islands of the Aegean Sea. Thus, throughout this period of time, the country has been converted into a transit zone for migrants to Central and Northern Europe. Migrant crisis came to an already fragile country due to the brute fiscal crisis which has affected Greece almost completely.

It is commonly known that cities - and countryside incidentally - consist an impact area for local and global dynamics to a considerable extent. In this context, migration dynamics can radically alter the urban(rural) settings, as it happened in the particular case. For the last two years, the intensive migration flows in Greece have affected the urban and rural systems across the country. In order to ascertain the types and the consequences of all spatial transformations that have occurred, a four-stage research have been done. The first stage constitutes a complete record of refugees/migrants camps, aggregation centers and gathering places (formal and informal), while the next stage refers to an overview of spatial conditions before and after migration crisis throughland cover maps, statistics processing and field observation. In the third stage, all transformations that have been recorded are classified according to specific criteria. The primary types of spatial transformations can be divided into two categories, including land-use and spatial form changes which are consequences of two different practices: central command-planning procedures

and unauthorized movements of migrants. This classification is a step required to figure out the causes and effects of these transformations and explore intersections between them and other key-issues for urban development.

Finally, the research offers conclusions that may be exploited so that ways and means to more effectively and integrate urban and regional planning would be addressed in similar situations. Nowadays, it is more necessary than ever to develop best adaptive planning practices capable to manage emerging risks for places of dignity.

## 844 | TWO PARADOXES OF ADAPTIVE PLANNING: MAPPING THE DYNAMICS OF SPATIAL REDEVELOPMENT THROUGH A MODEL OF SPATIAL FLUX

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**ABSTRACT:** As the issues of climate change, globalization, and volatile financial markets become increasingly apparent across the world, urban resilience has become a buoyant topic for policy and research. As shown by Meerow (2016), the popularity of the concept has exploded since 2006 and as a boundary object has spread over many disciplines (Brand & Jax, 2007). As networks such as the C40 and 100 Resilient Cities have shown, resilience has proven to be a very useful concept in moving policy into incorporating future uncertainties. Yet, it is crucial to keep in mind is that resilience is unlikely to be an end state, but a continuous battle to ensure cities bounce back or even bounce forward when faced with change (Davoudi, Brooks, & Mehmood, 2013). And the occurrence of change, sometimes big and sometimes small, is one of the uncertainties we can be certain of.

Thus, governance and planning for urban resilience take place in a state of continuous flux with cities facing a broad range of challenges (Childers et al., 2015). Therefore, planning for resilience requires an understanding of the different pull and push factors acting upon and within a particular area over time. To capture the dynamics of these complex urban systems (Dovey, 2012; Innes & Booher, 1999; Sengupta, Rauws, & De Roo, 2016), this article develops a model of spatial flux that can be used to map the push and pull factors affecting cities and urban spaces. This article then applies to this mapping an analytical framework of strategic and adaptive capacity (Giezen, 2013) to examine the institutional factors determining the adaptive capacity within the association of actors around a particular area and their consequences for the long-term resilience of urban areas. It moves from the strategic capacity (institutional factors) to adaptive capacity (the options for action) and relates this to the potential for resilience (collapse, recover, transform) (Giezen, 2013).

To illustrate the model, the article will analyze the development in the Buiksloterham, a post-industrial harbor district in Amsterdam. This area, close to the city center, experienced its collapse through the deindustrialisation of the area. Recently, it has been repositioned as a smart, circular and biobased neighborhood. The mapping using the Model of Spatial Flux shows that different pioneering projects have both a socio-expressive as well as a spatial-material dimension. It demonstrates that processes of deterritorialization can also lead to the reterritorialization of the area enabling it to bounce forward from initial collapse. The analysis using the 'strategic and adaptive capacity framework' brings to the light two paradoxes of adaptation. The first describes the relation between inertia and adaptation. The second is the paradox of loosening control to gain control and to move forward.

The next section will first develop the theoretical framework which consists of the Model of Spatial Flux and the conceptual framework showing the relation between strategic and adaptive capacity and resilience. The article will then continue with the analysis of the Buiksloterham to illustrate the theoretical framework. It will finish with a conclusion and a discussion of the two paradoxes of adaptive planning that came to the fore in the analysis.

## 1238 | DEVELOPING GOVERNANCE SOLUTIONS FOR CLIMATE CHANGE ADAPTATION: THE CASE OF CLIMADAPT.LOCAL

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**ABSTRACT:** Climate change deniers aside, it is nowadays widely acknowledged that alongside mitigation efforts adaptation to climate change is of paramount importance. However, adaptation efforts, through the design of specific policy instruments bring to the fore the complex, multi-level, inter-relationships, and coordination pitfalls between decision-makers, policy developers, scientific community and stakeholders. These are the building blocks of what can be defined as governance for adaptation.

In addition, the development of specific adaptation policy instruments brings along its own set of challenges. Adaptation policies are strongly context dependent and require an enhanced articulation between scientists, policy makers and civil society. If we argue that good governance is essential if cities are to become more resilient to climate change, much is dependent on the policy process underpinning adaptation efforts.

In this paper we explore the ClimAdaPT.Local project, a two-year long process, now reaching its end, to spread and strengthen municipal adaptation to climate change in Portugal. A largely EEA funded research, through this project a prolific interaction between municipal decision-making structures and local communities was developed, in light of the main aims of the European Strategy for Adaptation to Climate Change and of the Portuguese National Strategy for Adaptation to Climate Change.

A transdisciplinary team of climatologists, biologists, planners, sociologists, etc, carried out ClimAdaPT.Local in partnership with 52 civil servants, 2 per each of the 26 Local authorities that were project partners. ClimAdaPT.Local builds on, and advances, the existing and tested UKCIP methodology for adaptation strategy development. The project spread out to 26 pilot-municipalities in both mainland Portugal and the islands of Azores and Madeira. Each of the 26 municipalities was part of a different intermunicipal community so that there was an even territorial coverage. The underlying goal was that once the set of 26 local adaptation strategies kick-started a positive contagion effect that could reach the remaining 282 municipalities.

This presentation will review the ClimAdaPT.Local project in the light of the difficulties in the development of local adaptation governance solutions and the mainstreaming of adaptation into local planning tools/policy. We will illustrate the knowledge co-production system that supported the project's and the local strategies development. In particular we will expand on the role of knowledge co-production as an institutional trigger or mechanism to enable learning and adapting. We will also underline the co-management institutional arrangements that were set in place during the project's duration, and how co-management actors are learning to learn through uncertainty and environmental change, In other words how they are learning to be adaptive. In sum, we will address the policy implications of the necessary governance for adaptation. We will illustrate the need for a long-term commitment to institution building and fundamental need for and inevitable difficulties associated with knowledge co-production and stakeholder engagement in adaptation contexts.



**SLOT T19.S10 | ROOM V1.08 | RICHARD SLIUZAS |  
UNIVERSITY TWENTE**

## **77 | INTRODUCING THE SECURITY SENSITIVITY INDEX FOR EVALUATING URBAN VULNERABILITY IN THE BUILT ENVIRONMENT**

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**ABSTRACT:** Designing safe and secure urban areas with a sense of personal security is one of the main aspirations of urban designers, planners and city decision makers for controlling existing and developed urban environments. Hence, stakeholders and decision makers are required to understand and assess the risks before decisions are made. Also, many researchers noted that security threats are integrated components within the urban environment and point out diverse urban elements, which highly affect various security threats in the built environments. For example, Jacobs (1961) defined the term eyes on the streets as an important component for making good, safe and secure neighborhoods. Newman's (1972, 1995) "Defensible Spaces" theory emphasizes the relationship between space and crime. He proposed a mechanism based on surveillance by users, a core factor for evaluating security. Gehl (2010) searched for architectural elements to create a better sense of personal security in the city such as: creating a clear distinction between different urban territories, definition of visibility distances, etc. CPTED - Crime Prevention through Environmental Design (2003) theory, established four main strategies for implementing this approach as an assessing duty for the police force, including: 1) natural surveillance; 2) natural access control; 3) territorial reinforcement; and 4) maintenance and management.

However, when evaluating security in urban environmental fabrics it appears that there is a lack of quantitative models and tools available for use by urban designers and planners to measure and rate urban environments and determine their resilience objectively. This research deals with this gap of information and demonstrates a GIS-based mapping system to identify and rate high risk or insecure urban areas. The Security Sensitivity Index establishes a framework for developing a quantitative security rating scale in urban environments to be used by urban planners and city decision makers for evaluating and improving urban resilience. The system is based on measurements of urban parameters as they relate to security by employing urban morphologic analysis. The Security Sensitivity analysis will identify characteristics and hot spots of vulnerability in the city in several levels: urban form, open public spaces, gardens, unsecured routes, etc.

The security index will be demonstrated on the case study of the Hadar neighborhood in Haifa. The result of this analysis suggests urban changes and adjustments to improve the unsecured parameters, such as: urban usage changes, suggestions for secured walking routes during the day and night, monitoring of security measures for the neighborhood, connectivity improvements in the neighborhood and development of a basic urban decision-making process for a potential renewal of improved secured areas in the built environment. As a whole, applying the security sensitivity index can aid designers in securing urban areas, improving security levels of existing and new urban areas and including security considerations in the urban decision-making process.

## **125 | SOCIAL SUSTAINABILITY: A NEW CONCEPTUAL FRAMEWORK**

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**ABSTRACT:** There is a lack of theoretical and empirical studies regarding social sustainability. The literature reveals that the social was integrated late into debates on sustainable development. This paper aims to fill this gap and proposes a new conceptual framework of social sustainability. We suggest that risk is a constitutive concept of sustainability and that the contemporary conditions of risk resulting primarily

from climate change and its ensuing uncertainties pose serious social, spatial, structural, and physical threats to contemporary human societies and their living spaces. Within the framework of sustainability, we propose that social sustainability strives to confront risk while addressing social concerns. Although we agree that without socially oriented practices, efforts to achieve sustainability will be undermined, as too many gaps exist in practice and theory. Thus, we propose a comprehensive Conceptual Framework of Social Sustainability, which is composed of four interrelated concepts of socially oriented practices, where each concept has a distinctive function in the framework and incorporates major social aspects. The concept of Equity encompasses three dimensions: recognition, which revalues unjustly devalued identities, redistribution, which suggests that the remedy for injustice is some form of economic restructuring, and parity of participation, which promotes substantive public involvement in the production of space. These efforts may, in turn, reduce alienation and enhance civility and a sense of community and place attachment. The concept of Safety is the ontological foundation of sustainability in general and social sustainability in particular. The concept refers to the right to not only be safe but adopt all measures of adaptation and security to prevent future casualties and physical harm. The concept of Eco-prosumption refers to modes of producing and gaining values in socially and environmentally responsible ways. The concept of Urban Forms represents the physical dimensions of socially desired urban and community physical forms. Eventually, a desired physical form should promote a sense of community, safety, health, and place attachment, among other environmental objectives.

## 558 | EVALUATING NEIGHBOURHOOD SUSTAINABILITY ASSESSMENT METHODOLOGY AS A LOCALIZATION TOOL FOR GLOBAL GOALS

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**ABSTRACT:** In the last two decades, global sustainable development concerns have become more decisive on urban development strategies. This new order, also created two major sub-processes. While the first one mainly covers the interpretation of major scale sustainable development goals into sub-national strategies, the second one includes providing a successful sustainability monitoring mechanism in coherence with national obligations for global sustainable development targets. Sustainability assessment methodology (SAM) have gained importance by standing at the intersection of these two sub-processes (Sharifi & Murayama 2014; Luederitz et al. 2013). SAM tools have been developed in different geographies for monitoring and supporting sustainable development principles throughout design and implementation processes. Along with the contemporary approaches on enhancing neighborhoods to achieve higher success with local sustainability, scale and scope of the existing, building-oriented tools were expanded to neighborhood and district levels for increasing the efficiency of the methodology and its coherence with the national targets. In this context, this paper presents a framework for utilization of these methodologies in localization of global sustainability targets through case of Turkey (Berardi, 2013; Bond & Morrison-Saunders, 2011; Sharifi, 2013).

For this purpose, criteria of eight existing Neighborhood Sustainability Assessment Tools (NSAT) were compared for obtaining a combined criteria set. In the first stage, the matrix obtained evaluated in terms of global sustainability goals and Turkey's national obligations. To provide a local framework and to discuss the coherence between national sustainable development strategies and local priorities. Analytic Hierarchy Process (AHP) was used as a simple prioritization technique and applied to decision makers, academicians, activists and project executers from different sectors. The applied framework brings a new perspective and provides an initial guideline for localization of global sustainability goals over discussions on Turkey.

**KEYWORDS:** Sustainability Assessment, Neighborhood, Sustainable Development Goals, Localization

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assessment systems and their cases from the US, the UK, and Japan. *Building and Environment*, 72(2014), 243–258. <https://doi.org/10.1016/j.buildenv.2013.11.006>

## 864 | ASSESSING THE SOCIAL DIMENSION IN URBAN RESILIENCE: THE CASE OF THE CITY OF LISBON

Joana Dias<sup>1</sup>; Maria Rosário Partidário<sup>1</sup>; Margarida Monteiro de Barros<sup>1</sup>

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**ABSTRACT:** The world has been facing a continuous increase in the number and size of urban areas. Social dynamics changes are inevitable, calling for the need to examine and monitor urban systems, in particular urban resilience to social problems and to changes in socio-ecological systems. This paper shares results from a research study on how the social dimension can be incorporated in urban resilience. We have looked at what is that socially drives the urban system, and what, why and how social disturbances and changes affect its resilience. A literature review on social-ecological systems resilience, urban resilience, and social innovation enabled us to adapt an existing methodology to apply to the city of Lisbon, with the purpose of assessing the social contribution to Lisbon's urban systems resilience. The methodology consists of five steps: (i) translation of the social dimension into urban resilience, through social dynamics and social innovation concepts; (ii) definition of the focal scale; (iii) identification of indicators; (iv) development history; (v) interpretation from the perspective of long-term resilience. In applying the methodology to the city of Lisbon, the city governments' policies were analyzed, and the social drivers, social disturbances, and changes affecting the urban system resilience identified and assessed. The results indicate that demography, social vulnerability, mobility and city attractiveness prove to be key drivers to assess the social contribution to urban systems resilience. These key drives can be applied to other cities with the same urban development typology as Lisbon. Research on the Lisbon's system showed that the city has been facing, over the last 50 years, a mix of desirable and undesirable qualities. Desirable qualities seem to facilitate the urban system's transition to a sustainable behavior, building urban long-term resilience; while the undesirable qualities can be seen as an opportunity to reverse the city social disturbances negative trends by changing current city governance policies.

## 885 | COLLECTIVE ENGAGEMENT IN MARINE ENVIRONMENTAL PLANNING AND MANAGEMENT: PROCESS AND OUTCOME EVALUATION OF PORTUGUESE CASE STUDIES

Yorgos Stratoudakis<sup>1</sup>; Lia Vasconcelos<sup>2</sup>

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**ABSTRACT:** Collective engagement and inclusiveness have been in growing demand particularly within the context of managing natural resources. Management of the commons poses a challenge to natural scientists, whenever they are called to deal with these areas. This becomes even more demanding in humanized landscapes - the case of Portugal - since it implies a greater diversity of stakeholders that feel the need to come to joint solutions to assure the effective management of the resource. These multi-stakeholder complex contexts raise the need for new tools for intervention.

Natural scientists are equipped to deal with the resources, however they, quite often, were not trained to face stakeholder engagement and the need to bring them to the table of negotiation. They lack the right tools to do so, despite their good will. Even so, new experiences of dialogue and negotiation are emerging, quite often led by these natural scientists out of necessity. Among these there are cases of success, in particular, conducted by some of these scientists that go beyond their difficulties, and in an approach of trial and error are able to create a tranquil, safe dialogue for the stakeholders. Simultaneously, there are the social scientists that have been trained to handle these situations through professional facilitation. While natural scientists are more focused in generating a good output, the social scientist aims, through a process of dialogue, to produce outcomes that besides emancipating the stakeholders involved assure the sustainability of the process. If some of these mechanisms can also be learned intuitively, others are built up with experience. Reflection on the identification, meaning and success of these collaborative processes based on dialogue and negotiation, are still limited.

In this paper, a natural scientist and a social scientist get together to reflectively, interpretatively and critically analyze a set of Portuguese case studies to extract lessons and guidelines for the future.

Through reflecting about several processes of collective engagement related to fisheries and coastal zone management that the two have participated over the past decade, they identify and bring up critical points and evaluate the (in)success to deal with them. This is done by trying to find out what sustainable development means in the practice of coastal communities through the merging of two complementary views, one giving greater relevance to the content of the discussion and its consequences and the other to the evolution of the process. An overall assessment having in mind the building up of social, intellectual and political capital and the progress in the production, delivery and update of management plans is made.

**SLOT T20.S06 | ROOM C11 | SOFIA MORGADO | FA-ULISBOA**

## **169 | FROM MACRO-LEVEL POLICIES TO MICRO-LEVEL PRACTICES: CHANGING GLOBAL ECONOMIC LANDSCAPES AND PROLIFERATION OF MIDDLE CLASS GATED COMMUNITIES IN MEXICO**

Emma Regina Morales Garcia de Alba<sup>1</sup>

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**ABSTRACT:** Gated Communities are a global phenomenon that has gained academic attention in the past three decades. The discussion about these fortified enclaves may have started in the United States of America (Blakely & Snyder, 1997; Low, 2001) but in the last decade the debate has extended worldwide, particularly in contexts of large socio-economic disparities like Latin America. Gated Communities in countries like Mexico are no longer a privilege of the affluent classes but it has become a common choice for middle class groups. The conditions of insecurity, violence and growing distance between socio-economic groups have normalised the presence of these enclaves to the point that municipal authorities, developers, financial institutions and citizens, consider them as a desirable residential option for orderly urban development.

The process of normalisation of gated communities in Mexico for the middle classes is not a simple matter of choice. On the contrary, the emergence and proliferation of gated communities is linked to the policies promoted by global financial institutions. The proliferation of these large scale enclaves for the middle classes could only happen in a context of neoliberal urbanism. Since the 1990s, national economic, housing and urban development policies have aligned to global financial interests by deregulating planning, changing land tenure options, financialising housing development, and promoting a debt-driven economy (Zanetta, 2004). The borderless world of free market housing strategies is actually contributing to the creation of physical walls, fences and gates segregating people by income. Segregation by design has become common in Mexico with tangible and intangible borders and the governance problems and tensions are already taking a toll. The growing inequality in the country is increasing tensions between social groups fuelled by fear. Aspirations and anxieties are changing everyday practices decreasing shared spaces and increasing spending in security. The promised wall along the Mexican border by Trump is not that different from the walls separating poor neighbourhoods from middle class and high income gated communities in most Mexican peripheries.

The experience of Mexico where global economic policies have shaped modern peripheries can serve as an example to understand how trends are shaping political, economic and spatial relations. European countries are known for urban development and housing policies that foster diversity, inclusion, multiculturalism and sustainability. However, the current political context of fear, far-right movements, and anti-immigrant groups might aim to promote divisive urban developments like those in Latin America. Learning from the proliferation of middle class gated communities in Mexico can provide some hints of the challenges but mostly of the risks of these sort of enclaves in terms of urban governance in the long term.

**REFERENCES:** Blakely, E. J., & Snyder, M. G. (1997). *Fortress America: Gated Communities in the United States*. Cambridge, Massachusetts: Brookings Institution Press; Low, S. M. (2001). *The Edge and the Center: Gated Communities and the Discourse of Urban Fear*. *American Anthropologist*, New Series, 103(1), 45-58; Zanetta, C. (2004). *The Influence of the World Bank on National Housing and Urban Policies*. Ashgate, Wiltshire, UK.

## **224 | INSTITUTIONALISATION OF DRINKING WATER SUPPLY IN BENGALURU: TOWARDS WATER SECURITY**

Chandrima Mukhopadhyay<sup>1</sup>

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**ABSTRACT:** Market environmentalism is a broader framework that speaks about a mode of resource regulation that promises both economic and environmental ends via market mechanism (Bakker 2009). Bakker (2007) confirms that privatisation of water in UK significantly improved environmental and drinking water quality. According to DEFRA (2001), river water quality was at its highest level following privatisation since the industrial revolution in UK. Bakker (2007) also shows private sector ownership and market mechanism do not essentially lead to commodification. On the other hand, there are examples from Latin American countries that have mobilised mass movement against privatisation of water (Font 2015). One main ground for opposing privatisation of water has been increasing tariff.

Bengaluru, the capital of the state of Karnataka, is known as the Silicon Valley of India. It is the third most populous city in India as per 2011 census. The city draws its surface water from Cauvery river, located at a 100 km distance from the city. The state of Karnataka shares its surface water from Cauvery river with the neighbour state, Tamilnadu. Bengaluru, being one of the initial hubs of IT industry, faced immense real estate pressure for development since early 2000. There is 925% increase in concrete land in Bengaluru increased from 1970 to 2006 (Ramachandra et al., 2006). Besides undermining its ecological features, the city also grew beyond its boundary, where the supply of surface water does not reach. The entire suburb of Bengaluru depends on ground water table, controlled and run by private sector water vendors. The study aims to map the institutions involved in water supply in Bengaluru, and the governance of the water supply system. While the focus of the study is to understand private sector provision of water supply through or in contrast to the concept of market environmentalism, it also examines the socio-spatial and socio-ecological dimension of water supply.

**Methodology and Research Question** - The research is based on case study. While Bengaluru has its unique issues and challenges related to urban water system, which is a result of Urban Planning or the lack of it, private sector intervention in service delivery, through both formal and informal means, is common across many cities in India, and in emerging economies. The study uses multiple methods such as policy document, interviews, media reports, blogs, other reports and documents. Interviews were conducted with public sector officials, private sector water vendors, active citizens, and NGOs.

The study aims to answer following two research questions:

What is the emerging form of governance or institutionalisation of drinking water supply in Greater Bangalore Development Area? What implication does it have from socio-spatial and socio-ecological perspectives?

The study develops two frameworks: first, on the governance of water supply in terms of actors (formal/informal, public/private), mainly emphasizing on the continuum rather than a binary scale and the dynamic nature of the model. The matrix-form framework is borrowed from Bakker (2009). Second, the study aims to understand the socio-spatial segregation of water supply and the interdisciplinary nature of the complex urban problem. The study finally raises question about water security of the city in future.

## 500 | VALUING INDUSTRIAL HERITAGE: THE CASE OF LA GOCCIA, IN THE MILAN BOROUGH OF BOVISA (ITALY)

Remi Wacogne<sup>1</sup>; Julia Rey Perez<sup>2</sup>

<sup>1</sup>IUAV; <sup>2</sup>University of Seville

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**ABSTRACT:** This paper intends to discuss the issues industrial heritage is confronted with, through the presentation and analysis of the case of La Goccia, in the Milan borough of Bovisa, Italy. In the context of the industrial past of Milan and its hinterland, the area was of key relevance as for chemicals production and power supply until the 1970s. Then dismissed, it was progressively taken over by Politecnico di Milano to build a new campus, in agreement with the municipality; yet a large part of La Goccia, which counts XIXth and XXth industrial buildings, still hasn't been redeveloped for lack of soil decontamination operations. Through field observation, semi-structured interviews both with experts and people frequenting or living in the area, documentary research as well as mapping physical change, research has aimed to inquire into the impact planning and management as well as civic engagement have had upon sense of place, and vice versa. Thus we will first illustrate the area's planning and management over the last few decades as well as foreseen, before looking at recent citizen activism in its regard. Finally we will discuss how La Goccia's industrial heritage has been taken into account so far, both by planning and management authorities and active citizens, and what role it can play in its northern area's pending redevelopment.

## 577 | OUR CITY IS NOT FOR SALE! CITIES AND THE 'POLITICIZATION FROM BELOW' OF THE VISITOR ECONOMY

Claire Colomb<sup>1</sup>; Johannes Novy<sup>2</sup>

<sup>1</sup>Bartlett School of Planning, UCL; <sup>2</sup>School of Geography and Planning, Cardiff University,  
[c.colomb@ucl.ac.uk](mailto:c.colomb@ucl.ac.uk)

**ABSTRACT:** This paper deals with the contested urban impacts of, and urban social conflicts generated by, the increased hyper-mobility of tourists and individuals involved in related forms of leisure, mobility and place consumption. Across the globe, there has been a recent proliferation of manifestations of protest, discontent and resistance around tourism-related issues in cities. This points to an increasing 'politicization from below' of what hitherto had been a minor issue in urban political struggles: the impacts of the visitor economy on people, places and policy agendas. This 'politicization from below' is the result, first, of the quantitative and qualitative transformation of urban tourism and related forms of mobility; second, of the increasingly central role which tourism plays in urban development strategies. We will first briefly analyse the type of pressures which visitor flows - and their capture by specific interests (e.g. online short-term rental platforms such as AirBnB) - have put on cities and neighbourhoods. The paper will then explore the various ways in which community groups, residents and other actors have responded to, contested and challenged tourism development in more than 16 cities of the Global North and South (Paris, Berlin, Prague, Santa Monica, Hong Kong, San Francisco, Valparaíso, Belfast, Venice, Rio de Janeiro, Belo Horizonte, Barcelona, Buenos Aires, Shanghai, Singapore, Hamburg), on the basis of the comparative results of a recently coordinated collective volume (Colomb & Novy, 2016) and of the authors' own work on Berlin and Barcelona. Such mobilizations do not only reveal a tension between 'hosts' (locals) and 'guests' (visitors), but reflect wider struggles over the socio-spatial restructuring of particular cities and who has a right to live in, and enjoy, the city and the socio-economic benefits of the visitor economy. We will offer a typology of such mobilizations, and look in particular at their claims towards the state and market actors for more action and regulation in/of their urban territories under pressure from 'incoming flows' of visitors.

**REFERENCES:** Colomb, C. and Novy, J. (eds) (2016) *Protest and Resistance in the Tourist City*. London.

## 681 | SOCIAL SEGREGATION IN ATHENS' METROPOLITAN AREA IN THE PRE-CRISIS PERIOD

Gripsiou Argyro<sup>1</sup>; Myrsini Fotopoulou<sup>2</sup>

<sup>1</sup>University of Thessaly; <sup>2</sup>University of Thessaly  
[yrgrips@hotmail.com](mailto:yrgrips@hotmail.com)

**ABSTRACT:** Today's global urban population resides in fragmented and highly conflicting areas, where the evident effects of neoliberal urban governance arise. The new cityscapes created by socio-spatial enclosures are related to the fear of the other, which is intensified by modern features of social transformation such as a rising new middle class. In the case of the Greek capital city, urban fear manifested itself even before the outbreak of the economic crisis, thus the successive waves of immigration combined with the forthcoming crisis, intensified the sense of fear against the other in Athens' downtown areas. This article aims to point out the problem of social segregation – the unequal distribution of subgroups of the population – in the metropolitan area of Athens during the pre-crisis period.

Three methodological choices are made to determine the socio-spatial composition. Firstly, the age group under study is the 34-65 years old population, a group that allows for the targeted study of segregation referring to socio-spatial relations and disparities. Socio-economic data such as educational attainment, socio-professional categories and the status in employment, are used for the purpose of categorizing the population into study subgroups, in order to measure the scale of social segregation. The second methodological choice is the selection of metropolitan Athens as the geographic research area where the various segregation processes take place. More specifically, the categories under study are compared at the level of census sectors, the geographical units which comprise the zone analyzed. Lastly, statistical analysis is carried out revolving around two core questions: a. Which subgroup is over-represented in each area unit sub-territory? B. How are the social groups allocated and what is the relative weight of each group?

Finally, emphasis is laid upon the complex particularity which characterizes the Greek, specifically the Athenian urban space. Socio-economic factors as well as distinctive planning policies have contributed to

the relative socio-spatial diversity of certain neighborhoods compared to respective international cases, making for Athens' extraordinary metropolitan character.

**KEYWORDS:** social segregation, new middle class, economic crisis, spatial polarization, Athens' metropolitan area

## 1079 | TRANSNATIONAL SPACES IN THE CITY, BETWEEN FRACTALIZATION AND DIVERSITY NEW RELATIONS BETWEEN CENTER AND PERIPHERY

Gilles Verpraet<sup>1</sup>

<sup>1</sup>University Paris OUEST Nanterre

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**ABSTRACT:** Contemporary metropolises are increasing their transnational spaces and relations such as, the CBD, the internet and cluster places directly related to the global and transnational networks. Different migrations are implemented first in areas of Fordist production then in the place of the service economy. These processes challenged the relations between center and periphery (concentration, dispersion, value of urban land). These processes are also challenging the differentiation between internal migrant and the new migrant. The consequences are different on employment access and stability, on residential settlements, on participation to the city

The first question comes for a better description of the transnational metropolis, on the specific process of differentiation, competition so to settle the degree of inequalities : -Transnational areas related to center and periphery; -School policies and migrants access (interior, exterior, new) - Politics of diversity concerning national migrant and external migrants. Two types of discrimination and inequality could be specified : The inequalities and race relations of the subaltern internal migrant, linked with the foundational state; the Inequalities of competition and transactional economy for the new migrants

The second step of analysis intends to develop a better assessment of economic and public policy ;Effect of economic redevelopment and conversion policy ; Effect of anti discrimination politics concerning the access to market, access to civic rights, access to public service; Effect of diversity policies. The analytical challenge is to compare two metropolises inside their transnational areas concerning key social processes such as the relations between center / periphery, the anti-discriminatory policies.. The comparison will be developed between the Paris region (12 millions) , Vienne and Bruxelles metropolitan (3/5 million inhabitants).

The results concerns the discriminating effects of some policies : The diversity policy manages the competition between migrants, with lower foundational racism but they are not concerned by bias concentration related with transnational logics. Market policies for equal distribution do not act directly on differential foundational racism. Public policies are under tension between equality of access, between civic participation and enlarged transnational open networks. The question of metropolitan incorporation and its limits (education, politics, metropolitan economy ) comes along with the issues of reinforcement of transnational spaces (multiple relationships, multiple player, polycentrality, dystopia).

## ROUNDTABLES

**14 JULY | 09:00AM**

RT02  | ROOM V1.07 | Estelle Evrard; Franziska Sielker

TAKING STOCK: DOES THE PLACE-BASED APPROACH MAKE A  
DIFFERENCE FOR EU REGIONAL POLICY?


Tobias Chilla

Ilona Raugze

Peter Schmitt

Nathalie Verschelde

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RT03  | ROOM V1.08 | Thomas Weith

TRANSDISCIPLINARY RESEARCH: AN ADEQUATE  
METHODOLOGICAL APPROACH FOR SPATIAL PLANNING  
STUDIES?

Jana Zscheischler

Nadin Gaasch

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RT04  | ROOM V1.09 | Stefano Di Vita; Mark Wilson


THE PLANNING LEGACY OF MEGA EVENTS DURING/AFTER THE  
WORLD CRISIS

Alessandro Balducci

Paulo Tormenta Pinto

Mike Raco

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RT06  | ROOM V1.14 | Katharina Gugerell

SERIOUS GAMES FOR URBAN PLANNING: JUST A HYPE OR THE  
MAGIC BULLET?


Oswald Devisch

José Carlos Mota

Sharon Wohl

Francesco Pilla


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RT07  | ROOM V1.15 | Willem Salet

#### INSTITUTIONS IN ACTION

Patsy Healey  
Stefano Moroni  
Monika de Frantz  
Luca Bertolini  
Raine Mantysalo  
Simin Davoudi  
Luuk Boelens  
Frederico Savini  
Ayda Eraydin  
Jochem de Vries


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RT09  | ROOM V1.16 | Matej Niksic; Ceren Sezer

#### PUBLIC SPACES AND URBAN JUSTICE

Christine Mady


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RT10  | ROOM V1.23 | Inês Calor; Rachelle Alterman; Paulo Silva

#### INFORMAL AND ILLEGAL: DISCUSSING THE BOUNDARIES AND CHALLENGES OF NON-COMPLIANT DEVELOPMENT IN OECD

Adam Sheppard  
Konstantinos Lalenis  
Magda Wagner  
Fatma Unsal


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RT12  | ROOM V1.25 | Giancarlo Cotella

#### TRENDS IN EUROPEAN SPATIAL PLANNING SYSTEMS AND LINKAGES BETWEEN THEM AND EU POLICIES

Eduarda Marques da Costa  
Wil Zonneveld  
Zorica Nedovic-Budic  
Karina Pallagst


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RT13  | ROOM V1.24 | Michele Campagna; Paulo Silva

#### INFORMATION COMMUNICATION TECHNOLOGY IN PLANNING AND DESIGN

Zorica Nedovic-Budic  
Ana Clara Mourão Moura  
Elisabete Silva

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RT15  | ROOM V1.27 | Dirk Schubert

PLANNING URBAN WATERFRONTS FOR THE 21ST CENTURY:  
PAST, PRESENT, FUTURE

Michael Hebbert


Piotr Lorens

Pedro Ressano Garcia

Paolo de Martino

Jose Sanchez

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RT23  | ROOM V1.26 | Elisabete Cidre

REFLECTIONS ON EMERGENT PEDAGOGY IN URBAN DESIGN

Georgia Butina Watson

Rachel Kallus

Sara Sucena Garcia

Ali Madanipour


Laura Novo de Azevedo

Michael Neuman

Taner Oc

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## 14 JULY|11:15AM

RT01  | ROOM V1.07 | Heather Campbell

TOWARDS KNOWLEDGE THAT CHANGES THINGS? THE  
CHALLENGES OF ENGAGED PLANNING THEORY AND PRACTICE

Luca Bertolini


Tuna Tasan-Kok

Simone Tulumello

Francesco Lo Piccolo

Michael Harris

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RT05  | ROOM V1.08 | Louis Albrechts

DOES IT MAKE A DIFFERENCE: (EX)POLITICIANS WITH A  
BACKGROUND IN PLANNING?

Alessandro Balducci

Angela Barbanente

Artur da Rosa Pires

Jim Throgmorton

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RT11 | ROOM V1.24 | Maria do Rosário Partidário; Carlos Pina

RURAL - URBAN DIALOGUES

Nick Gallent

Karlheinz Knickel

Maria Fernanda do Carmo

RT16 | ROOM V1.09 | Dirk Wascher; Jorge Cancela

AN INTEGRATED RESEARCH AGENDA FOR SMART FOOD  
DISTRICT. DISCUSSING THE CASES OF LISBON AND  
AMSTERDAM.

Maria João Estorninho

Rosário Oliveira

Samuel Niza

RT18 | ROOM V1.14 | Ester Limonad

TOWARDS A POLITICS OF SPACE

Rainer Randolph

Geraldo Magela Costa

Roberto Luis Monte-Mór

RT19 | ROOM V1.15 | Ernest Alexander

EXPLAINING THE PLANNING THEORY-PRACTICE GAP: A  
CRITICAL REVIEW OF PLANNING THEORIES

Michael Gunder

Stefano Moroni

Tore Sager

RT21 | ROOM V1.16 | Kalliopi Sapountzaki; Richard Sliuzas

VULNERABILITY ANALYSIS IN PLANNING EDUCATION

Adriana Galderisi

Hanna Schmitt

Patrick Pigeon

Andrea Frank

RT22 | ROOM V1.23 | Sabine Knierbein

CITY UNSILENCED - PUBLIC SPACE AND URBAN DEMOCRACY  
ON TRIAL

Elina Kränzle

Marcus Owens

RT24 | ROOM V1.25 | Inés Sánchez de Madariaga

ENGENDERING CITIES. DESIGNING SUSTAINABLE URBAN  
SPACES FOR ALL


Clara Greed

Michael Neuman

Deike Peters

Sandra Huning

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RT26  | ROOM V1.26 | Andreia Fidalgo

THE IMPACTS OF AIRBNB IN EUROPEAN CITIES


Albert Eefting

Pierre Laconte

Lars Pico Geerdsen

João Manuel Pereira Teixeira

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RT27  | ROOM V1.27 | Marta Berni; Paulina Schiappacasse

TOWARDS HIGH QUALITY CITIES OF THE FUTURE - NEW  
APPROACHES TO EVALUATION OF PLANNING IN URBAN CRISIS

Vincenzo Bentivegna

Stephen Curwel

Gilles Verpraet





















Bernhard Muller

Enrico Fattinanzi

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## MOBILE WORKSHOPS

12 JULY|15:00PM

MW01	 HISTORICAL CENTER: RISE, FALL, AND RISE OF A MILLENNIAL CITY	ANA MORAIS DE SÁ (IST)	*Av. Rovisco Pais Entrance
MW02	 AXIS CASA DOS BICOS/BELÉM: A CITY FACING THE WORLD	EDUARDO BRITO HENRIQUES (IGOT) JORGE FIRMINO NUNES (FA)	*Alameda Entrance
MW03	 MOURARIA: GENTRIFICATION AND MULTICULTURALISM	MARIA MANUELA MENDES (FA)	*Av. Rovisco Pais Entrance
MW04	 MARVILA / BEATO/ MADRE DEUS: A FORGOTTEN URBAN CENTRE	JOÃO CABRAL (FA) JOSÉ AGUIAR (FA)	*Alameda Entrance
MW05	 LISBON POST-EARTHQUAKE: PLANS THAT MARKED THE CITY	GONÇALO ANTUNES (FCSH-UNL)	*Alameda Entrance
MW06	 EXPO 98 / PARQUE DAS NAÇÕES: URBAN REGENERATION AND MODERNITY	FRANCISCO SERDOURA (FA) JORGE BONITO SANTOS (CM LISBOA) JOÃO CARLOS MARRANA (CM LISBOA)	*Av. Rovisco Pais Entrance
MW07	 SANTOS / ALCÂNTARA: NEW ECONOMIC NICHES AND INNOVATION	MÁRIO VALE (IGOT) SORAIA SILVA (IGOT)	*Av. Rovisco Pais Entrance
MW08	 THE RIVERFRONT OF CACILHAS/ ALMADA VELHA/CRISTO REI: A SPACE UNDER RENOVATION	JORGE GONÇALVES (IST) LUÍS CARVALHO (FA)	*Av. Rovisco Pais Entrance
MW09	 TAGUS ESTUARY: ENVIRONMENTAL PROTECTION AND BIODIVERSITY	PEDRO PINTO (IST) CARLOS NETO (IGOT)	*Alameda Entrance
MW10	 LISBON VIEWPOINTS: THE CITY TO LOOK AT	JOANA CASTRO E ALMEIDA (IST) CARLOS CARDOSO FERREIRA (IGOT)	*Rua Alves Redol Entrance
MW11	 ACCESSIBILITY, MOBILITY AND TRANSPORTATION: THE NEW CHALLENGES OF INTEGRATED MANAGEMENT AND SUSTAINABILITY	JORGE SILVA (IST) NUNO MARQUES DA COSTA (IGOT) DAVID VALE (FA)	*Av. Rovisco Pais Entrance
MW12	 SOCIAL HOUSING PROGRAMMES: FROM OLD TO NEW MODELS	JORGE MALHEIROS (IGOT) EDUARDO ASCENÇÃO (IGOT)	*Av. Rovisco Pais Entrance
MW13	 COVA DA MOURA: THE RESILIENCE OF A SELF-PRODUCED NEIGHBORHOOD	ISABEL RAPOSO (FA) SÍLVIA JORGE (FA)	*Alameda Entrance
MW14	 URBAN FARMING: SPONTANEOUS AND SOCIAL RESPONSES IN TIMES OF CRISIS	JORGE CANCELA (FA) MARGARIDA QUEIRÓS (IGOT)	*Av. Rovisco Pais Entrance
MW15	 SMART CITIES: LISBON - ATLANTIC BUSINESS HUB AND CASCAIS - CREATIVE AND KNOWLEDGE CITY	PAULO MORGADO (IGOT) JORGE ROCHA (IGOT)	*Alameda Entrance
MW16	 STREET ART: ART AND WISDOM OF GRAFFITERS	GRAÇA MOREIRA (FA) ANA CRUZ (GAU)	*Alameda Entrance
MW17	 LISBON: OLD AND NEW UTOPIAS OF URBANISM	JOSÉ MANUEL SIMÕES (IGOT) JOSÉ REIS CORREIA (IGOT)	*Rua Alves Redol Entrance
MW18	 THE "ISLANDS" OF LISBON: MICRO URBAN STRUCTURES IN THE INNERCITY	MIGUEL BAPTISTA BASTOS (FA)	*Av. Rovisco Pais Entrance
MW19	 FERNÃO FERRO / QUINTA DO CONDE: FROM ILLEGAL NEIGHBOURHOODS TO URBAN REGENERATION	PEDRO GEORGE (FA) BEATRIZ CONDESSA (IST)	*Alameda Entrance
MW20	 BARREIRO: FROM THE LARGE-SCALE INDUSTRY TO THE NEW ECONOMY	RUI LOPO (CM BARREIRO) JOÃO LOPES (CM BARREIRO)	*Alameda Entrance

\* refer to map - page 72

## THEMATIC GROUPS MEETINGS

**13 JULY|13:00PM**

TGM01	<a href="#">PLANNING AND COMPLEXITY</a>	V1.01
TGM02	<a href="#">NEW TECHNOLOGIES &amp; PLANNING</a>	V1.02
TGM03	<a href="#">PLANNING, LAW AND PROPERTY RIGHTS</a>	V1.07
TGM04	<a href="#">TRANSBOUNDARY SPACES, POLICY DIFFUSION, PLANNING CULTURES</a>	V1.08
TGM05	<a href="#">URBAN DESIGN IN PLANNING</a>	V1.09
TGM06	<a href="#">TRANSPORTATION PLANNING AND POLICY</a>	V1.11
TGM07	<a href="#">ETHICS, VALUES AND PLANNING</a>	V1.12
TGM08	<a href="#">RESILIENCE AND RISKS MITIGATION STRATEGIES</a>	V1.14
TGM09	<a href="#">FRENCH AND BRITISH PLANNING STUDIES GROUP</a>	V1.15
TGM10	<a href="#">EVALUATION IN PLANNING</a>	V1.16
TGM11	<a href="#">SUSTAINABLE FOOD PLANNING</a>	V1.23
TGM12	<a href="#">PUBLIC SPACES AND URBAN CULTURES</a>	V1.24
TGM13	<a href="#">PLANNING/CONFLICT</a>	V1.25
TGM14	<a href="#">SUSTAINABLE CITIES</a>	V1.26

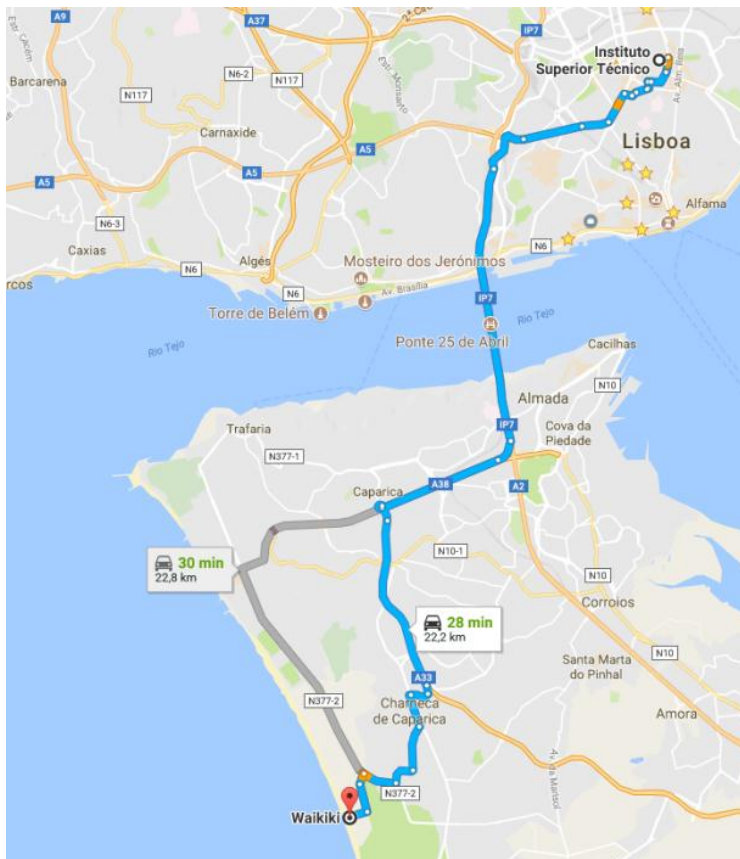
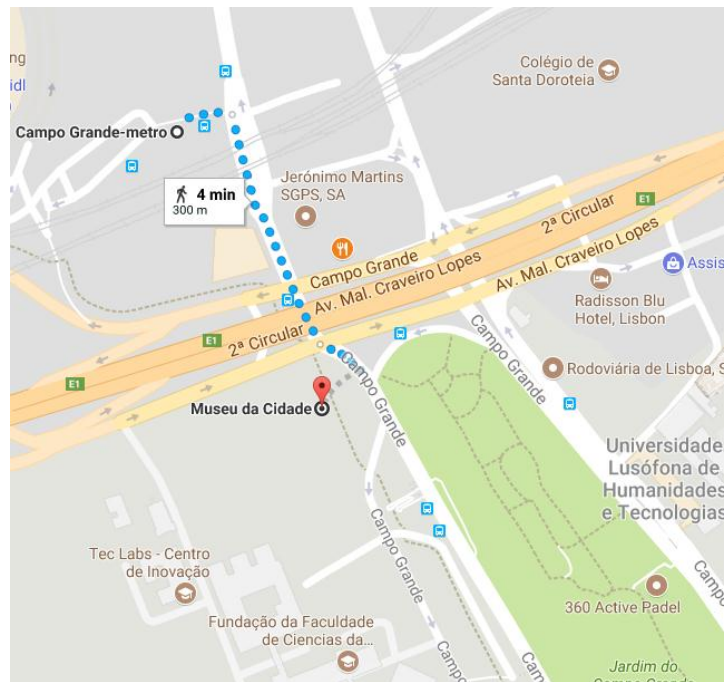
## SOCIAL ACTIVITIES

### Welcome Reception

(19:30pm)

Meeting Point: Museu da  
Cidade – Palácio Pimenta

Address: Campo Grande 245,  
1700-091 Lisboa



### Sunset Party on the Beach

(19:00pm)

Meeting Point:  
IST Campus - Alameda  
Entrance

## INSTITUTIONAL ORGANISERS



The IST (or just Técnico) is part of the Universidade de Lisboa, and was founded in 1911. Actually, Técnico is the largest school of Engineering, Science and Technology and Architecture, in Portugal, involving a community of over 12,000 people. Innovation, Knowledge and Technology are the guiding principles, which promote excellence and fit the requirements. Técnico offers Bachelor, Master and PhD programmes, lifelong training and develops Research, Development and Innovation (RD&I) activities, which are essential to provide an education based on the top international standards. <https://tecnico.ulisboa.pt>



The Institute of Geography and Spatial Planning (IGOT) is part of the Universidade de Lisboa and is the largest school and a reference in the field of Geography and Planning in Portugal. IGOT comprises the Centre for Geographical Studies (CEG), rated internationally as a centre of excellence. CEG is a reference in research and in the dissemination of geographical knowledge, namely in: Regional and Urban Planning, Evaluation of Public Policy, Regional and Local Development, Migration Studies; GIS and information Technologies, Human and Regional Geography, Physical Geography, Risks and Environmental Impacts and Regional, Tourism, and Historical Geography. <http://www.igot.ulisboa.pt/>



The Faculty of Architecture (FAUL) is part of the Universidade de Lisboa. As a school of architecture, it is the oldest Portuguese institution, its origins going back to the “Paços da Ribeira” Civil Architecture, established in 1594. The FAUL provides degrees at the three different cycles – Bachelor, Masters and PhD in Architecture, Urbanism and Design, besides specialisation and postgraduate programmes. Research, Dissemination and Innovation is also a main focus at the FAUL, hosted by CIAUD – Research Centre in Architecture, Urbanism and Design, a research centre rated “Excellent” in 2008 by the national research institution, the Foundation for Science and Technology (FCT). <http://www.fa.ulisboa.pt>



AESOP's was founded in 1987 and has been registered as a non-profit association under Belgian law since May 1992. The formal charter establishing AESOP was signed in Dortmund, Germany in 1987 and has the following objectives:

- to represent the interest of planning schools in Europe in national and international administrations and organisations, particularly within Europe
- to promote the development of teaching and research in the field of planning
- to facilitate co-operation and exchange between planning schools in Europe, and to encourage the harmonisation and equivalence of their degrees
- to articulate a European dimension within planning education as part of the process of institutional co-operation and integration within Europe, bearing in mind also the prospect of increasing professional mobility within Europe
- to foster and enrich higher education in planning across Europe by mutual support, including facilitating dialogue, exchange visits and the spread of information
- to defend the cause of expanding and enhancing higher education in planning and
- to promote a progressive approach to planning education in schools of planning by experts with a rounded view against rival claims from older-established academic units and from other disciplines and professions

New AESOP Charter was accepted by AESOP Council of Representatives on 5<sup>th</sup> May 2012 in Oslo.



President  
Anna Geppert



Secretary  
Paulo Pinho

## **LISBON AESOP ANNUAL CONGRESS 2017**

### **LOC – LOCAL ORGANISING COMMITTEE**

**Representatives of LOC:** José Antunes Ferreira (IST-ULisboa); José Manuel Simões (IGOT-ULisboa); Sofia Morgado (FA-ULisboa)

**Other Members:** Eduarda Marques da Costa (IGOT-ULisboa); Isabel Loupa Ramos (IST-ULisboa); João Cabral (FA-ULisboa); Jorge Batista e Silva (IST-ULisboa); Miguel Baptista-Bastos (FA-ULisboa); Paulo Silva (UAveiro)  
Secretariado: Agência ABREU (contact person – Madalena Almeida)

### **Help Us Supporters**

Afonso Amaral (IST-ULisboa); Carlos Freitas (IGOT-ULisboa); Natasha Nazarali (IST-ULisboa); Rosário Cavaleiro (IST-ULisboa); Inês Fonseca (FA-ULisboa)

## METRO NETWORK



## USEFUL INFORMATION

**Site:** <http://aesop2017.pt/>

**Mobile App:** AESOP Lisbon 2017

**Wifi Network:** tecnico-guest

**Username:** aesop2017

**Password:** FyrT7t

**Publishers Exhibitions:** All Days | Central Building

