

ROADS ARE
OFTEN
MADE
BY WALKING

*Personal actions
for our future of
urban planning*

Action!

You're about to dive into a document which had as a working title "action book". The book is a combined effort of a multitude of people, but in its heart it's a joint statement made by twelve Young Planning Professionals (YPP's) based in The Netherlands. The twelve YPP's were selected together with 27 international YPP's to represent a younger generation of planners at the 51th ISOCARP (International Society of City and Regional Planners) congress, held in October 2015 in Rotterdam, The Netherlands. The ambitious title of the congress, 'Cities save the world, let's reinvent planning' reflects the urge of ISOCARP to stay relevant, to define the planning agenda for the next fifty years.

Back to the book. Not only is this book in its heart a joint statement, it was also meant that way. When we, the Dutch YPP's, were first introduced to the assignment in May 2015, in Haren, The Netherlands, this concept was made very clear. ISOCARP, we had to know, was an aging organisation in need of young ideas, insights, concepts and proposals, young blood. The book could be a manifesto of the next generation of ISOCARP. Hence the call for a joint statement and the working title 'action book'.

Passion!

However, there are two major requirements for a joint statement: the urge for making such a statement and consensus about the message. To start with the first, it became immediately clear that there was no wish among the young planners to create anything like a manifesto. In order to create a manifesto a necessity for it should be felt, it should be almost inevitable. This was clearly not the case in the composition of this book. It might be that our generation has more questions than answers and isn't looking for bold statements. But it is not just a generation issue. Isn't it true that the congress in October couldn't live up to its ambitious title? Planning has not been reinvented for sure. That doesn't mean the congress was a failure, however. Maybe, by starting to ask the right questions (how to?) and by just starting to walk, the directions, obstacles and solutions will eventually present themselves much more clearly and much more specifically than they would have if the roadmap was to be predetermined. Roads are often made by walking.

The second major requirement for a joint statement is consensus. This issue is more of a practical nature. It's simply impossible to define a consistent planning agenda for the next fifty years with twelve planners who are moderately acquainted with each other. And it's hard to overcome contradicting viewpoints when there is no real urge to do so. Therefore we searched to make a book which would do justice to the individual capacities of each planner and

which at the same time would propose future-minded statements on planning. What binds us is our passion for our discipline, urban planning and design. We are passionate young planners who want to make a difference in this world, deliberately and conscientiously. And that's what binds this book as well. So in a way, this book is more a statement of passion, a passion book. And it was always meant that way.

How to read this book?

The book is composed by four connected elements. The first element consists of twelve short personal reflections or critiques directly related to the twelve themes of the congress. It is an attempt to internalise the themes, bringing them home. For each reflection the most important message is highlighted. A first step towards a planning agenda.

The second and largest element in the book are the so-called 'dream projects'. These proposals aim at linking together scientific research, practical planning and design methods, and at applying international experiences to local planning practices. So, they reflect on the theme on an operational level but they're also born out of the passion of the respective young planner. We used a very loose format for this content. Each planner could use a project that he/she already did, planned to do or something entirely new. The format was free; it could be an essay, a visual report, drawings, or whatever medium they felt comfortable with. Being brainchildren of a new generation of planners the projects might provide a perspective on the future of urban planning and the future of cities. Because of their nature and their involvement in the congress workshops the pilot projects initiated by the Creative Industries Fund (Stimuleringsfonds Creatieve Industrie ) are also included within this format.

The third element, spread throughout the book, is a reflection on the use of buzzwords. An introduction to that content is given under the title 'Buzz'.

Actions for the next fifty years

From each of the twelve congress themes we derived actions for the future of planning. That's the fourth element of the book. At the crossroads of the ISOCARP celebrating its 50th anniversary, it's hard to imagine what the planning profession will be like in the coming fifty years. We as young planners, bear the major responsibility for preparing for diversities and uncertainties, and making adaptive contributions regarding future planning in society. An exciting and adventurous task. Enjoy the walk, we just started.

BUZZ

Words have power, they can speak to the soul, launch us into action. Words can also deceive us. Some words poison our minds with false promises. Some buzz in our heads until we're lulled into a state of unconsciousness. Their repeated and heedless use a sedative which makes us numb for their power. We feel comfortable uttering or hearing those seemingly harmless words, derived of all meaning. They give us only positive feelings.

This is very much the case in spatial planning and design. We are as apt as any other profession to bring ourselves into a professional coma with a series of platitudes and buzzwords. And let us be honest, the 51th ISOCARP congress 'Cities save the world. Let's reinvent planning' was no exception to that tendency. Or don't we need 'innovative planning solutions for a sustainable future'? What is sustainable? Try to visualise it. What do you see? Shrubberies? Native Americans utilising every bit of the bison they killed? Green labels? The ancient ways of our ancestors?

Young planning professionals gathered at the ISOCARP congress felt confused, taken aback, even battered by an overload of buzzwords. When scattered across the earth again they did go on the streets of places they're attached to and took pictures of situations that are in their eyes exemplary for those words. An exercise in words and pictures to give critical reflection on overly used planning terms, providing the terms with operational value, action value, trying to visualise them. The images and their explanation are presented throughout this book and with those images that launch a thousand ships in our minds we can proudly stammer those words: towards sustainable planning solutions for an innovative future.



BOTTOM UP

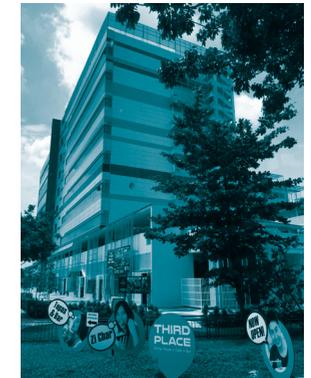
The energy demand for air conditioning in Taiwan is breaking records every year due to Global Warming. Probably the illegal roof extensions are the key to cooling down the island. These ugly extensions are one of the features in Taiwan's cities. This is one of the solutions for Taiwanese to gain more living space on such a small but populated island. They are usually made with cheap construction materials such as light iron structure and partitions which don't have any heat insulation. If the extensions are enclosed as rooms, they consume a huge amount of energy for air conditioning in the summer time. However, if the extensions are only the second roof, they provide shadow for the original roof and can reduce the energy consumption of air conditioning. Illegal roof extensions with no insulation require a lot of energy for air conditioning in Taiwan. Can we apply the idea of a second roof to cool down a building?

Taipei
Dao Ming Chang



Aerial view of Kallang area

Multistorey workshop units at Ubi



JTC MedTech Hub @ MedTech Park

DIVERSITY

Cities are homes to a myriad of activities, manifesting in different forms and landscapes.

Singapore
Li Ji Choo



GLOCAL

Within this colonial setting, the dual presence of the branded multinational and the utilitarian local represent the coexistence of both economies.



Rather than being pitted against one another, the informal has carved out a negotiated existence in the world of the formal adding to the diversity and choice of this precinct.

FORMAL VS. INFORMAL

Delhi
Divya Chopra

BOTTOM UP

From rudimentary pavement existence along a primary work based movement path, these rows of retailers have graduated over time into popular recognised street markets.



Sandwiched between the formal inner and outer circles of Connaught Place, the middle circle becomes the local service and utility spine that acts as the backbone to the entire development.

DEVELOPMENT

Development patterns in a city like Delhi are characterised by the multilayered juxtaposition of additions over time from the pre-colonial, colonial times and thereafter.



Though often urban spaces can be abandoned, especially green space, the green belt around the old city of Utrecht is used every day. A day at the park, meeting friends on the grass, having a morning jog or walking the dog.



COMMUNITY ENGAGEMENT



RESILIENCE

The old canals of the city of Utrecht have been built ages ago. Though cities are constantly changing, these canals are still there in their old form. Nowadays, they are even reconstructing the canals to protect the city from flooding in the future.

Utrecht
Lena Niel



Sustainable affordable housing under construction in Knysna, South Africa, made from locally sourced wood

SUSTAINABILITY

Knysna
Janine Louber

“Younger and older planners have been talking a lot about the future of planning via the method of Play the City. Remarkably, these discussions have mainly been on process, instead of the physical outcome of this process. To me, urban planning is about shaping the urban ecosystem. How can we design with both the surface and subsurface? How can we optimise an integrated water system? This should become the main focus of really designing these so called “resilient” cities. A cross over of design, engineering and policy is necessary to keep cities liveable in the coming decades.”

MEDIATE between
design, engineering,
social aspects and
policy making

PRIORITISE the
physical outcome
of the process

UTILISE context
based design for
social benefits

The effects of climate change and an imbalance in the carrying capacity of our cities are seriously threatening liveability. Hence, the academic field of urban planning and the practice of urbanism are starting to research the idea of the city as a natural system. The impact of natural disasters on cities urges us to rethink our urban spatial strategies and align them with ecology. Did we not study the robust, resilient and long-live ecological communities enough? In order to protect our cities “against” climate change, we have to work differently as urban planners. Linking research to design and practice is necessary to implement our qualities we hold as urban designers and planners for the design of resilient cities.



Consequently, the dreamed project is about making a pattern language of urban tidal parks. A pattern language is developed for the dissemination of certain knowledge by Christopher Alexander. Though it is mainly used in urban planning and design, it could also be used to link knowledge of different disciplines. Regarding this project, the focus is on urban ecology, green infrastructure planning and urban metabolism.

During my graduation I have researched how the production of food could be used as a tool to link people and nature in the city in the Rhine-Maas Delta (next spread). Though some patterns regarding “building with nature” have been developed (figure 1), further research is necessary to develop a pattern language of urban tidal parks.

In this way, the patterns could be used for the design of urban tidal parks that link people and nature in urban tidal parks.

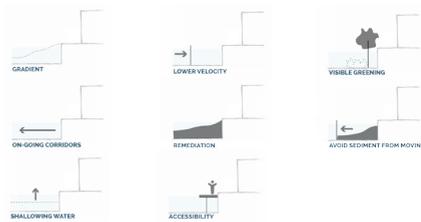
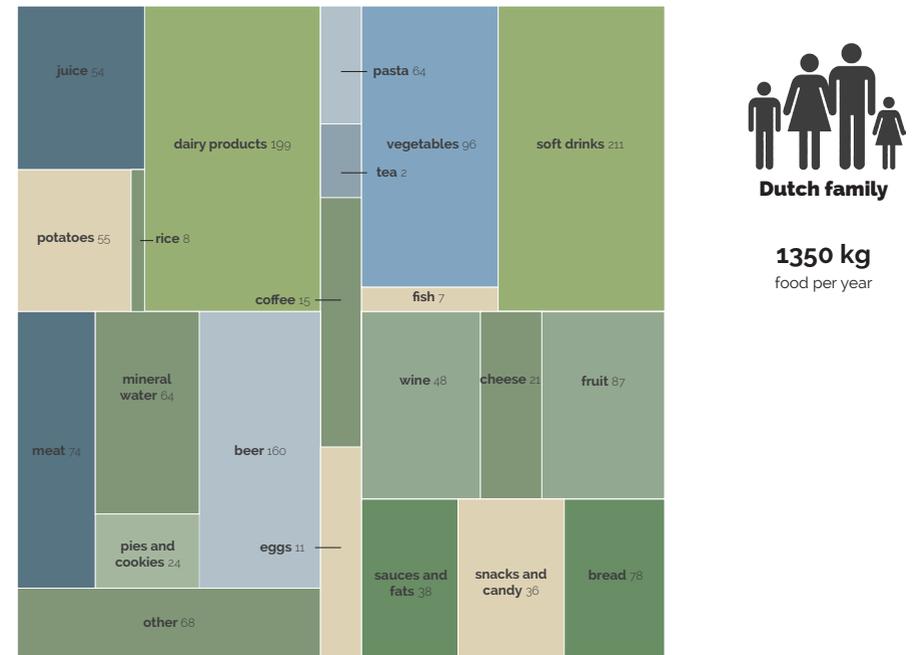


Figure 1 | Patterns of building with nature in the city (image made by author)

The aim is not only to improve urban ecology, but also to achieve social benefits like strengthening local communities. The next page (figure 2) shows an example of the pattern language used in the research of River.Space.Design. Though this is a good example of how the pattern language could look like, other disciplines like urban ecology, recreation, food production and energy production could be included for the design of resilient cities. The next pages (fig. 4-7) show how food could be used as a tool to connect people and nature in the city of Rotterdam.

Pattern Language of Urban Tidal Park



1350 kg
food per year

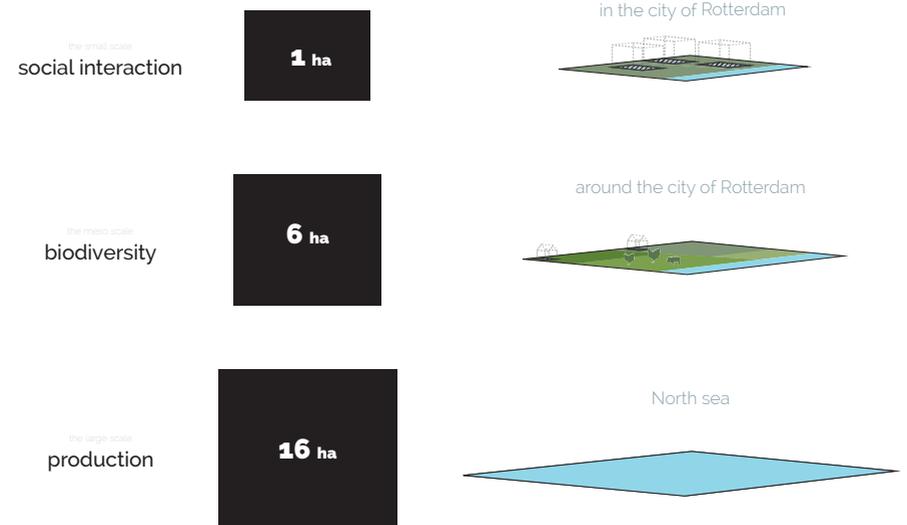


Figure 2 ABOVE: consumption pattern of a Dutch family (source: IABR, 2014)
BELOW: food strategy (source: image made by author)

AGILE

POP-UP

MIXED CITY

DIY CULTURE

FINE-GRAINED
URBAN TISSUE

SMART & CLEAN

ENTREPRENEURSHIP

CREATIVE INCUBATOR

START-UP REVOLUTION

NEW MAKER MOVEMENT



Het Industriegebouw
(The Industry Building),
Hoogkwartier, Rotterdam:
creative incubator since 1952



The seasonal *oliebollenkraam* is the epitome of an agile, pop-up makerspace. Sometimes, the prosaic makes you question your focus, solutions and fixations. There's nothing new.

Special welding company Laska,
Kralingen, Rotterdam: new maker
movement since 1950

“I daresay that interweaving industrial estates into existing urban fabric is the most important challenge at hand in urban planning. Planning for cities to become centres of production again requires a paradigm shift in the perception of cities, society and industry. It calls for cities that are less delimited into formal realms, on a physical level—not functional separation—and on a societal level—activation of informal institutions and appropriate legislation. It challenges industry and manufacturing to seek production and transportation methods that are not detrimental to our health and the environment. It requires extensive and responsible planning.”

Antwerp: How to rework the productive city?

INTERWEAVE

**industrial estates
into existing urban
fabric**

**PROMOTE small scale
and local production
and manufacturing
methods**

**STIMULATE local
employment**

The night before the workshop days in Antwerp I had an informal discussion with some of the workshop participants and the keynote speaker Mark Brearley. He pointed out that the workshop title, 'How to rework the productive city?' did not cover the content of the workshop. An insurance advisor can be highly productive, but that's clearly not the type of productivity that was meant for this workshop theme. The theme of the workshop was in fact about keeping, bringing back or introducing industrial activities into our cities. The significance of this task has become increasingly clear to me during and after the workshop days. Industrial activity, production of material

things, is not only an economic act, it is also and maybe even more a social and a cultural act. It is inseparably connected to society, to who we are. And that's why it's so important to keep industry at the heart of our society, in our cities and towns. It forces us to rethink and challenge our production values. So, if indeed interweaving industrial estates into existing urban fabric is the most important task at hand in urban planning, what's to be done? It implies a need for change both in our cities and in our planning profession. But, since it's so much connected to our being, we might also need a paradigm shift in our perception of industry, cities, society.

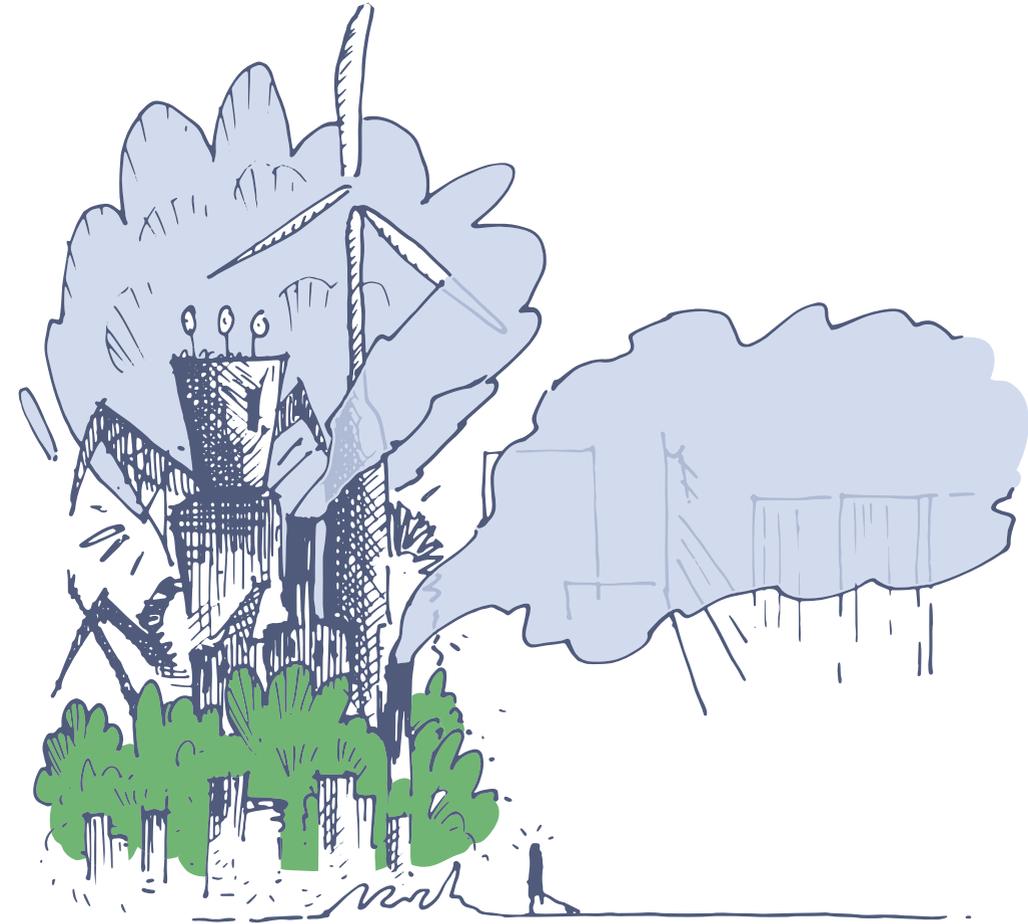
We must prepare for change!

Low interests and scarcity of resources can cause drastic socio-economic transition. Already a shift towards a circular economy seems inevitable (Custers 2015). And that's not necessarily a bad thing. Consumers and owners will become users. In this 'user society' (industrial) products will have a much longer lifecycle and will define new relationships between people. It might prove a better, healthier way of organising our economy, our society and our cities. An urban circular economy requires a specific spatial organisation: in a 'user society' there's a need for small production and repair facilities operating close to their users (Custers 2015). Consequently, higher densities and cleaner production methods are imperative, but

also proven feasible (Choo 2015). However, such a future requires deliberate urban planning and design and willingness from a multiplicity of decision makers (Neumayer 2015). Economic growth is not something that just happens. To a large extent it can be planned for. Just as urban planning in the second half of the 20th century catered for incredible growth, urban planning in our century must cater for a balanced planet. Maybe that means we'll have to plan for decline. It's hardly radical to state that the systems that support a Western lifestyle are destroying this world on a massive scale. So, in order to create a balanced world we'll have to dismantle those systems and replace them with ones that are better.

What are better systems? We'll have to figure that out, it's a topic that needs elaboration. But the small scale systems of a circular economy already prove to be a fairer and more sustainable alternative to the old systems. The significance of the task of interweaving production locations

into existing urban fabric exceeds the romantic. The necessary changes in our cities are becoming clearer, but to realise that transition, what should be changed in the planning profession? On the next pages I propose four guidelines.



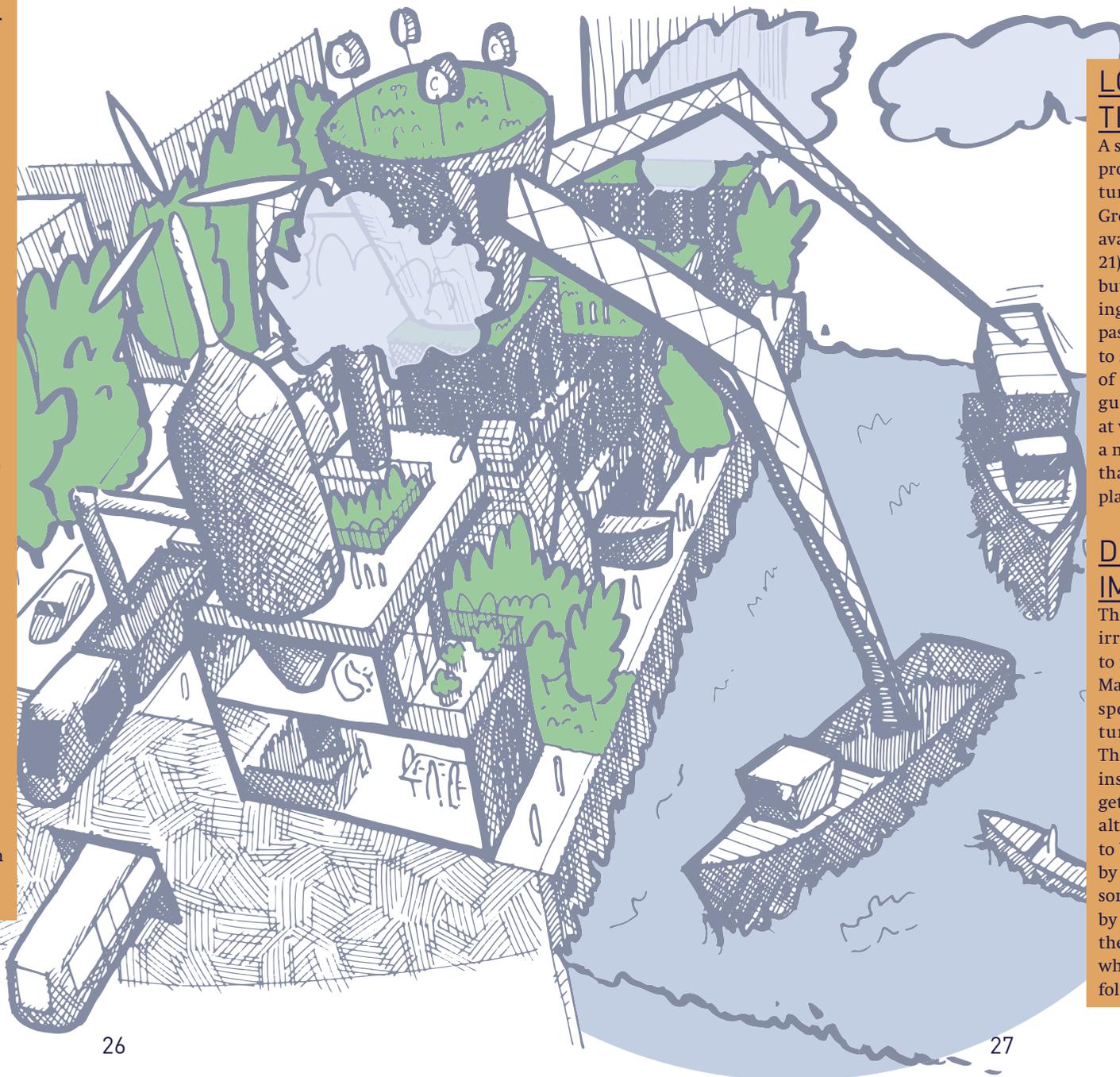
The authors I refer to were all contributors to the ISOCARP congress, as you can see below:
 Choo, Li Jie. 2015. "Creating Future-Ready Industrial Estates: Case Studies from Singapore". 51st ISOCARP Congress.
 Custers, Lieve. 2015. "Urban Circular Economy". 51st ISOCARP Congress.
 Neumayer, Vincent. 2015. "City Logistics Vienna – transport challenges in urban areas within a disordered institutional framework". 51st ISOCARP Congress.

CONSIDER URBAN PLANNING AND DESIGN AS A CULTURAL ACT

For a long time the planning profession has been preoccupied with growth. Primarily economic growth (even housing programmes have been implemented to boost export capacity), but also social growth. How can urban planning and design reflect cultural identity and be something everybody is happy about?

STIMULATE LOCAL EMPLOYMENT OPPORTUNITIES

Creating a properly skilled labour force is incredibly important. The new maker movement and start-up revolution focuses primarily on highly educated people. Eventually this movement must create jobs for the bulk of the people, low-skilled workers (also to guarantee that there will be special welders in the future: pages 20-21). Otherwise it's a failure. For more information on this subject and the spatial components: turn the page.



LOOK AT THE PAST

A system of small scale production and manufacturing is not new at all. Great examples are widely available (look at pages 20-21). It requires good commissioning. Other things from the past like a Hanseatic League to strengthen the position of local circular systems or guilds are worth to be looked at when trying to implement a new economic system, but that seems beyond urban planning.

DEVELOP A NEW IMAGERY

This guideline might seem irrelevant but is most dear to me. The keynote speaker Mark Brearley started his speech with a story and pictures from a children's book. The whole subject became instantly more relevant. To get people accustomed to an alternative future they have to be convinced, sometimes by words or figures, but sometimes more effectively by a children's book from the 1960s. Or by weird and whimsical fantasies, as a follow-up of the congress.

URBANOS

How could the city of Antwerp and the productive Port of Antwerp benefit from each other? To make the port productive you need skilled people and that's something the city could offer if citizens are encouraged and stimulated to become the Creating Class. Creating Class? This name was launched during our search for the

role of Haarlem-East in the metropolitan area of Amsterdam. Looking at the economic hotspots, local demand and offer we found out that the making industry and crafts were missing. Amsterdam had focused on the creative class and thus we launched the CREATING CLASS that is formed by proud craftsmen and active

HAARLEM-OOST: HOME OF THE CREATING CLASS



Creating Industry Network

citizens. This concept unites different current trends, such as the importance of innovation and craftsmanship, the importance of the local – for example in the form of local organic products – and the involvement of the public in spatial development. Haarlem East is seen as the centre of the Creating Class and Industry. In this way, Haarlem East adds value to the network city of the Amsterdam Metropolitan Area by local production (from creative ideas), supply of craftsmen and special amenities and products. The same could apply for the city and the port of Antwerp. The project is about organising an eco system for the making industry

where kids get acquainted with making in their free time, where (young) adults get opportunities to educate themselves or set up a new business and where citizens can make their own neighbourhood because they have the skills to maintain the public space, build houses and sell their products. Setting up an eco system for the making industry would be beneficial for the city and port and could be a new starting point for the redevelopment of the former GM-factory.

Client: Netherlands Architecture Institute (NAi), Ymere en municipality of Haarlem



“Cities are subject to political, social and economic forces far beyond the local. A mixed urban condition is created: on the one hand the city attracts knowledge, development and opportunities, on the other hand it concentrates and magnifies social pressures and global conflicts. Therefore, we need to build the city not *for* the social, but *from* the social. We need to explore the possible bridges between the static imagery and the effervescent action—between the built environment and society. We need to work in a structure of elements—or in fact, many structures—that respond to uncertainty, surprise and the coordination of change.”

Brussels: How to reconcile local expectations with strong international challenges when renewing a city

PRIORITISE existing
social capital

CONCEPTUALISE
structures that adapt
to uncertainty

FACILITATE
collaboration between
citizens, entrepreneurs
and policymakers



“Un re-route the rivers
 Let the dammed water be
 There’s some people
 down the way that’s thirsty
 So let the liquid spirit free”

Gregory Porter

Ceci n’est pas un pipe; esto no es una pipa; this is not a pipe. The *pipa*, the water truck, intrinsically tells a complex and costly story of urban growth and social development in Mexico City. Metaphorically, this image symbolises how cars replaced the water in the once lake city. How the piping of its rivers made space for urban planners to build broad avenues and highways. The water trucks are a micro scale result of a one dimensional engineering and urban planning process fuelled by the obsession to suppress the life force and anarchy of the water.

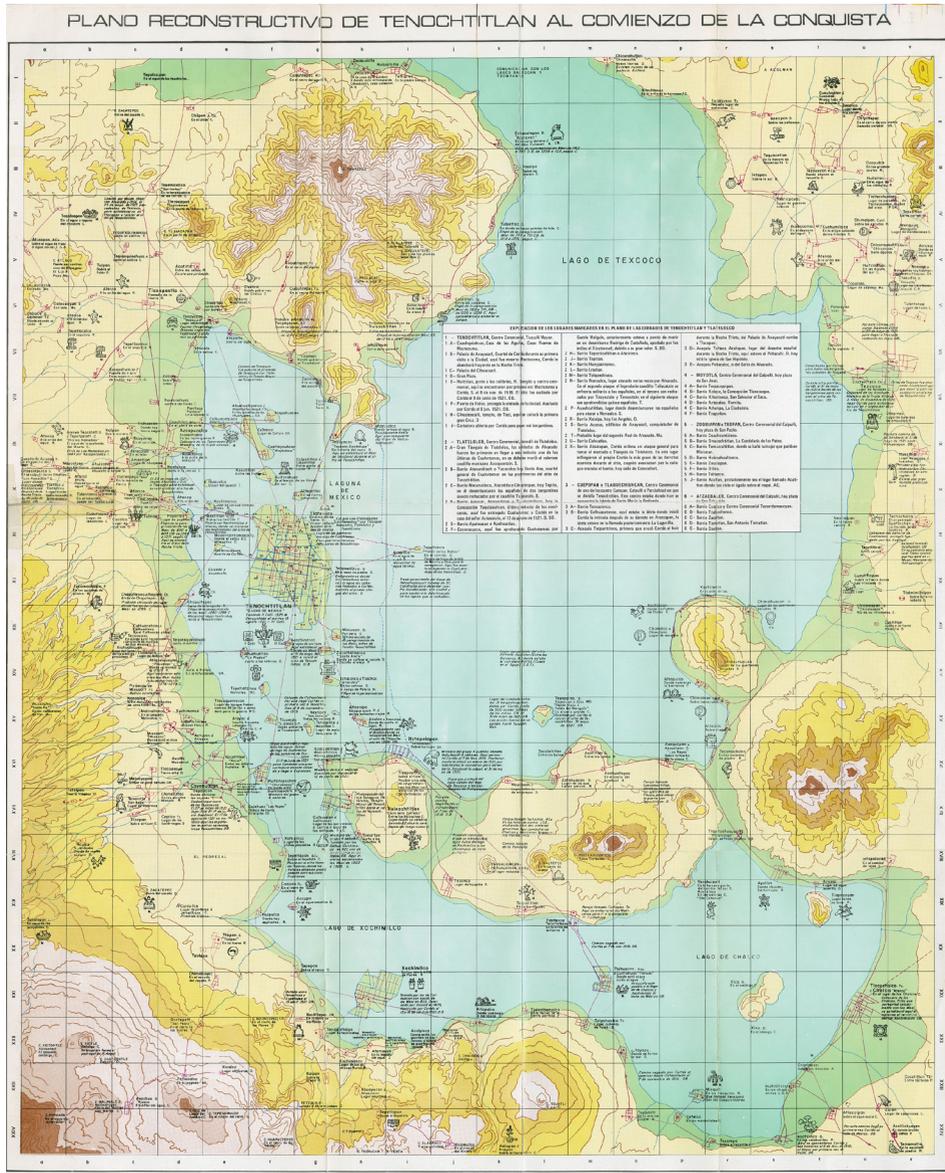
In that sense, the *pipa* also tells a story about inequality and poverty, and how the underground piping system is not powerful enough to supply water for the whole city. It tells about the poor communities they serve, where water is a source of lasting anxiety. When a *tormenta* hits the city, within seconds your feet will be soaking wet and slowly all roads become rivers. The rain reanimates the story of what half a millennium ago was the lake city of Tenochtitlan. It reconstructs the history of the draining of the basin over the centuries until the present day megapolitan desert. Mexico City and water: a story of abundance and shortage, prosperity and disaster, of high technology and wading through mud.



When living in Mexico City, I was always fascinated by its story of water, which is not only loaded with misery, problems and catastrophe. For a long time, the aquatic infrastructure of the city and its surroundings was the basis of a rich economic environment and, not to be forgotten, rich aesthetics. While walking along the Canal Area in Brussels, I rethought the importance of different proposals in existence for bringing the piped rivers to the surface and let the water flow into Mexico City again. The Canal Area in Brussels is a great example to see how infrastructure that once had a monotonous industrial purpose can be transformed into a dynamic transition area which reconnects the fragmented city, interweaving different social, cultural and economic needs.

On a bigger scale, considering the workshop topic in Brussels during the ISOCARP2015 congress “How to reconcile local expectations while facing strong international challenges when renewing the city?”, the upcoming global watercrisis as an effect of population growth and urbanisation is already faced by many inhabitants of Mexico. The country’s low water-use efficiency causes rivers and lakes to dry, groundwater is over-exploited, and the quality of water has deteriorating. The growing competition for water translates into conflicts in different areas of the country; a civil water war. In Mexico City, the complexity of the conflict is made concrete and synthesised into something that is lived, responded to and adapted into personal habit.

Preserved Aqueduct
 Chapultepec, Mexico City
 Source: Wikimedia Commons



González Aparicio, Luis: "Plano reconstructivo de la región de Tenochtitlan", Secretaría de Educación Pública, Instituto Nacional de Antropología e Historia, México, 1980

With the project "A Drop of Water on a Hot Plate" I propose to map and visualise the forces at stake in the "water war" and look forward towards possible scenarios for a more aquatic vision in future city development. A very specific neighbourhood in the city will be the main focus of research to reflect upon the conditions of the contemporary city at different scales: *el Pueblo de la Magdalena Mixiuhca*.

In the context of the mega-city of Mexico, the old village of Magdalena Mixiuhca forms a small particle, which was one of the main islands that formed Mexico-Tenochtitlan. History shows how the islands that made up the city disappeared, and as a result of processes of hyper-urbanisation, Magdalena Mixiuhca transformed from an islet area and rural population into a neighbourhood of Mexico City.

To explore the imagery of the once lake city and activate its potential to question the imbalance and failures of urban development, I am mostly interested in the meaning of water as a defining element in cultural identity, social development and its impact on shaping the urban environment. As a research-based designer in visual communication and architecture, I focus on creative processes that can be included in the built environment and public debate of a given place, questioning the contextual social, cultural and political conditions.

In this case, maps, illustrations, photos, diagrams and other visual material will be used as input for a territorial analysis exploring themes such as borders, infrastructure, cultural heritage, resources and landscaping. In that way, I aim to explore the potential of imagery and narrative as an epistemological catalyst. Textual testimonies provide commentary on the conflict from various perspectives. The visuals and text complement each other by connecting personal stories from the neighbourhood with the large scale of the city, the country and even global issues; the project should bring together the local small community with a variety of international and global perspectives.



Historic entrance of Pueblo de la Magdalena Mixiuhca, eje 2 Ote. Av. H. Congreso de la Unión (Photo: Moniek Driesse, 2011)

As a whole, the project can specifically offer insights into the phenomenon of urban planning as a (geo)-political profession with a societal impact, describing the role of art and architecture as catalyzing forces that may lead to change.

Vitibuck Architects

Vitibuck Architects in collaboration with G-Routes and the Rotterdams Wijk Theater launched a study on new forms of ownership within the urban practice. With their research they aim to develop new urban strategies for (temporarily) re-use of urban undervalued locations, exploring the potential of a place in its spatial, economic and social aspects and the integration of different interests—from residents, political, stakeholders. What does a transformation in the interest of residents look like when they become co-owner of that place? How to bridge the needs of citizens, policy and the general interest of the city? The top-down approach in the course of large-scale master plans is outdated. Crisis and a changing role for government ask for other forms of ownership which will ultimately develop into renewed cities. By involving local people and private investors a different kind of urbanism is created.

www.charloisaanhetwater.nl

Charlois aan het Water connects the different members of civil society and contributes to mutual connection between the neighbourhood Charlois and the port of Rotterdam in economic, social, and spatial aspects. The project consists of an interactive process with and for residents, entrepreneurs and policy makers. It's about perception on the one hand and facts on the other hand; "soft" and "hard" data complement each other. Charlois aan het Water combines action and research. Different interests, needs and desires along the shore are made visible and the area is activated through public activities. Data is collected by linking various research methods to these activities and processed in a parallel study. New information and insights are tested and verified in the following activity. Thus, action feeds reflection and vice-versa. The main goal of the project is to "establish a sustainable connection between Maashaven and the adjacent neighbourhoods".

How do you cultivate a base for naturally evolving urban development? Charlois aan het Water is characterised by sense-making and place-making. Movement, initiatives and ultimately development is created by activating the area. The historical ties between port and district are nurtured and a process of awareness is put in motion by telling people's personal stories. A shared future perspective slowly becomes visible as a small dot on the horizon where all different parties involved are heading to: the waterfront of the Maashaven as an integral part of Charlois; a vital, attractive area that functions as a meeting place with water as a connecting element.

The activities organised in 2013 showed that residents from Tarwewijk / Old Charlois were truly excited to be able to visit the waterfront at Maashaven Southside. At many occasions people came to experience the trip out of the neighbourhood, over the dike, to the wharf. These expeditions to the water became symbolic for the future, but to make this into a daily accessible area is not an easy journey to undertake. Continuity of the project is provided through innovative partnerships activities that focus on changing hematite programmes. From both public and private interests a future-proof development of Waterfront Maashaven Charlois is being organised, starting from the many existing potentials in the area and along the water.

Charlois aan het Water

Action on location works

Opening up closed areas or restricted areas contributes to a greater awareness and appreciation of the place. It is breakthrough both in a literal (physically - fences) and figurative (mentally - awareness) sense.

Multidisciplinary collaboration is an added value

Theatre as a form of communication increases accessibility. By linking personal stories to urban transformation increases the recognition by a diverse audience. At the same time, designers can learn a lot from the improvisational techniques of theatre practice; to react to and anticipate the existing physical and human capital.

Observe what is (has already) been there

Start from existing tangible and intangible qualities. Social forces and their needs and interests must be properly mapped to enable successful future development. Besides residents, entrepreneurs and companies have great influence. The place based stories and emotional charge are the seeds of change. The same is true for existing movements. Use the momentum and sense of urgency.

Civil production is still in an early stage of development

Civil production begins with awareness; creating fertile ground for the government and fuelling the potential energy of residents. Communication tools, risk maps and matchmaking is needed to direct the social energy. Initiatives should become visual, need to be systematised, strengthened, linked and given a physical space.

Just a spatial agenda is not enough

The current changes in all areas of living, only an approach that combines and deploys social, economic and spatial potential succeeds. Urban renewal becomes much more than a spatial practice. It's about socio-economic conditions, social change, financial models and especially about people. The role of the urban designer and planner shifts towards becoming an independent professional, a consultant, a leader, who creates conditions for desired developments. The process is not linear, but one with intermediate stages; reflection, adaptability and incremental funding are crucial. There is no final state, but a range of opportunities and potentials based on the existing qualities.



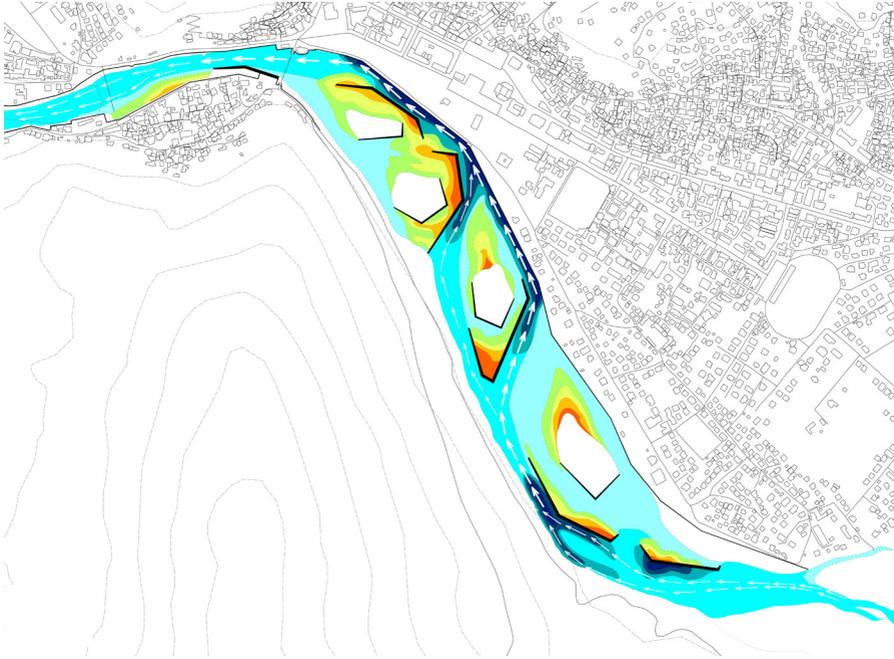
“The workshop in Delft addressed ‘sustainable knowledge regions’. Universities are no longer islands of knowledge and education, doing research in an academic pseudo reality. They have to be part of the society they are operating in, adapt and respond to the real-time challenges we are facing. Education is no longer a period in life to get prepared for the real world. It is a life-long process, intertwined with professional and social life. Therefore, universities should leave their delineated campuses and become part of the city, creating integrated knowledge regions. Getting affiliated with urban functions and institutions requires an open and communicative attitude.”

Delft: How to create a sustainable knowledge region?

INTEGRATE
universities with
the city

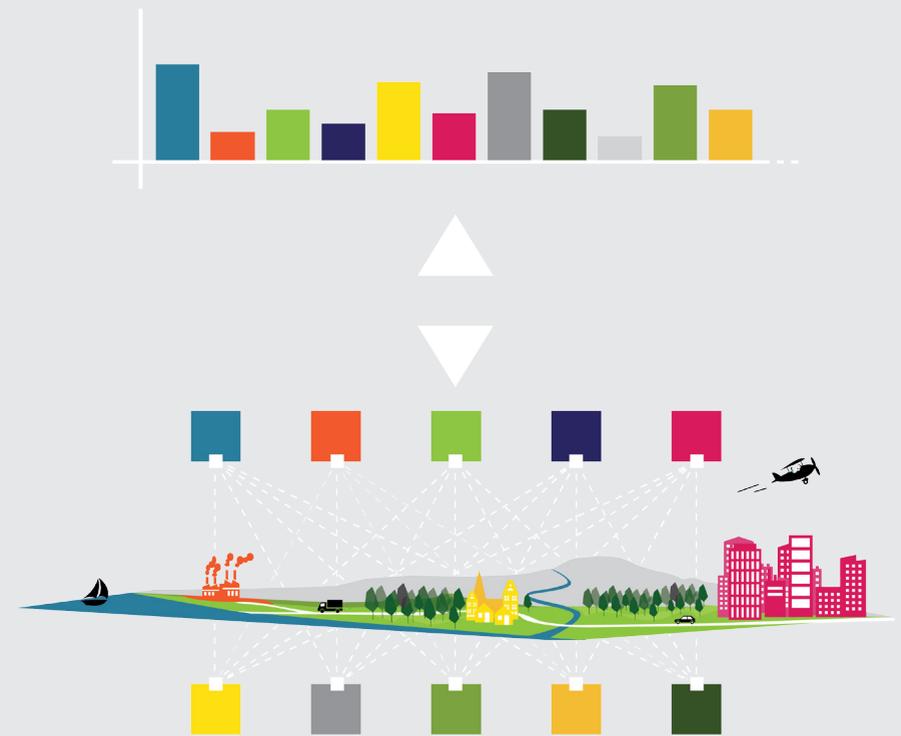
PRIORITISE scientific
knowledge in design
based research

FOSTER economic
models and spatial
strategies where
start-ups can thrive



Berat, Albania. Felixx Landscape Architects & Planners
in collaboration with Unesco-IHE Delft, Polis University Tirana

Technocratic Design Approach



I believe that landscape architecture has an important role to play in the environmental and societal assignments we are facing, by engineering public spaces and landscapes as smart integrated systems.

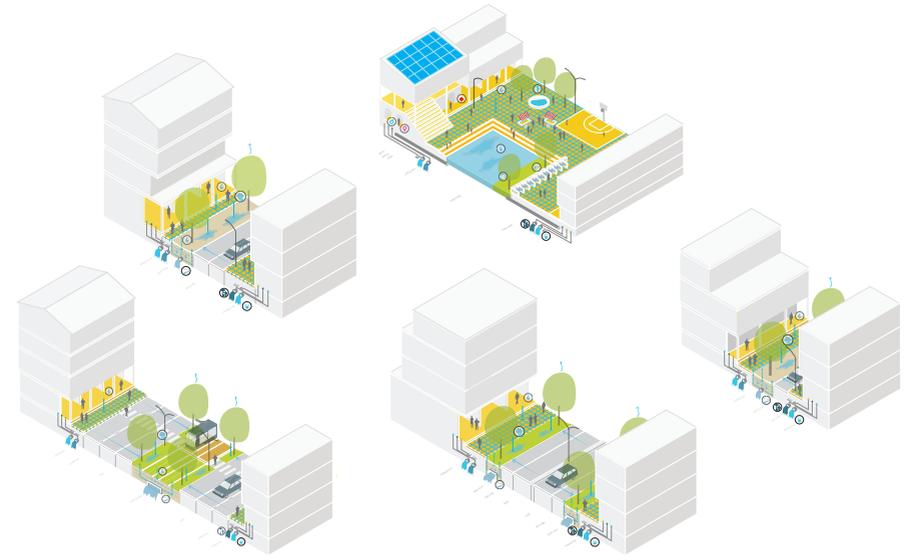
Scientific institutes and engineering firms seem to have the monopoly on investigating societal themes. That often results in sectoral approaches per discipline. Moreover, the focus relies heavily on capacity building at the academic and policy level. The connection with implementation processes and the involvement of potential market partners seems to be underexposed.

Spatial design can play a key role at exactly that point: combining different scientific disciplines into integrated spatial strategies; connecting academic and policy recommendations with genuine developments.

Currently we team up with academic institutions. We preach a technocratic approach, integrating scientific knowledge in design projects. I would be very happy to turn this around, and explore the potential participation of planners in academic research trajectories.

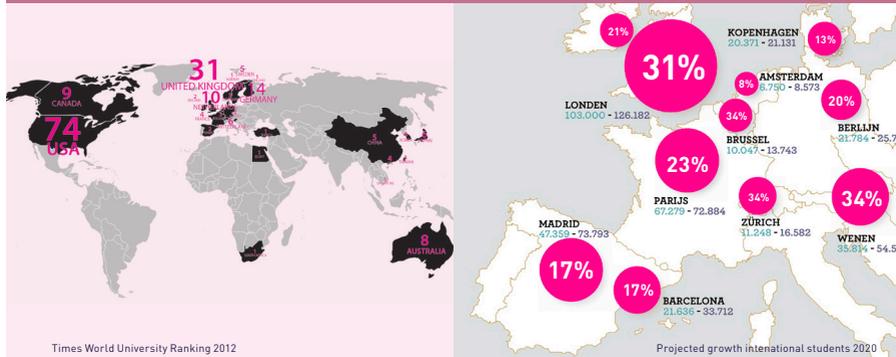


Yogyakarta, Indonesia; Felixx Landscape Architects & Planners in collaboration with Krill, Shau, Universitas Kristen Duta Wacana, Universitas Gadjah Mada, IHS Erasmus University Rotterdam, Wageningen University, Unesco-IHE Delft



Mumbai, India; Felixx Landscape Architects & Planners in collaboration with IHS Institute for Housing & Urban Development Studies, Erasmus University; Nasvi -National Association of Street Vendors of India; UN-Habitat; Studio OXL

Globalisation has created a growing open international market for students while university cities increasingly start to compete for this talent migration.



Universities, cities and industry will start to collaborate better if they are making new educational environments that will go beyond the traditional campus model.



New mobility: trips by bicycles related to education make up the vast majority of all bicycle trips in cities. Bikes unlike cars can go virtually everywhere.



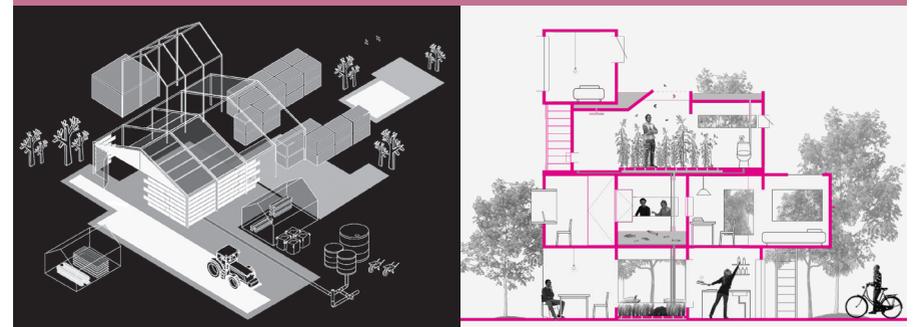
The wall of knowledge: the 'next-campus' distributing education, industry and student start-ups within the inner city margins of Amsterdam as a closed circuit.



The start-up campus replaces investor lead development as a rapid interchangeable urban development through high density super low rise urbanism.



Student entrepreneurs will be shareholders of their own campus economy becoming the new big companies and supplying innovation growth in the future.



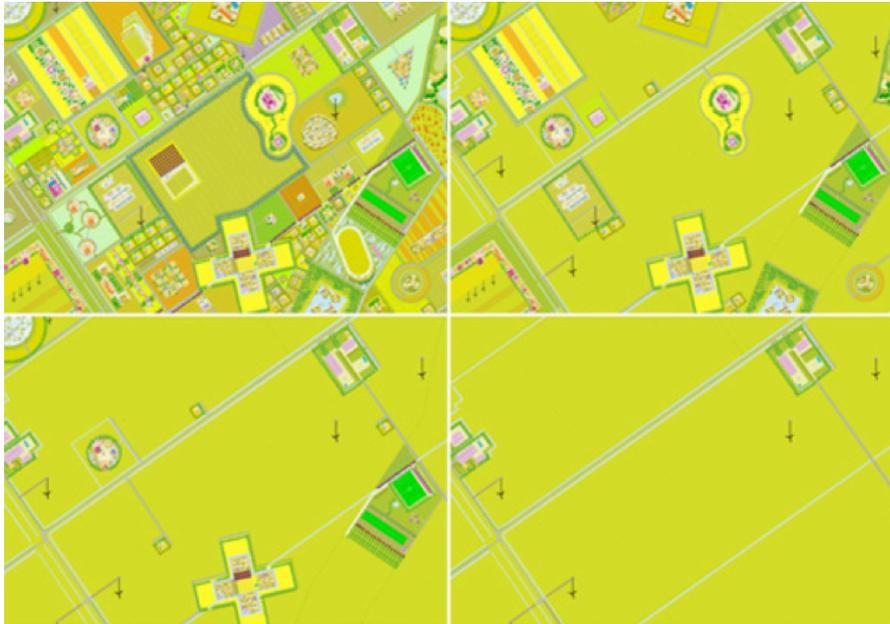
“Professionals from across the globe came to Deventer to rethink legal frameworks for spatial planning. Taking the Dutch Environmental Planning Act as a starting point, we easily agreed on a new agenda: “Empowering communities requires a flexible, integrated legal framework. To provide flexibility, governments define negotiable and non-negotiable values, mainly to safeguard positive environmental and social outcomes.” Sounds fair, but what changes? For example, participation has become a procedural box to check. Perhaps a disillusion, a spatial planner merely guards the limits of development. This requires vision and skill, but also sometimes to endorse plans deviating from our professional conviction.”

Deventer: How to implement a (national) legal framework through local integrated planning?

EMPOWER communities
via a flexible, integrated
legal framework

REINVENT planners
to amplify their vision
for city making and
develop new skills

FACILITATE a wide array
of possible private
initiatives through a
simple framework and
a set of game rules



Source: Structuurvisie Oosterwold [Structural vision in English] (Image: MVRDV)

Spatial planning in the Netherlands

Over the last decades, countless environmental statutes and regulations have been drafted, creating an extremely complex legal landscape, through which it is almost impossible to find one's way. As a result, planning law in the Netherlands has become confusingly fragmented and dispersed across numerous statutes and regulations. Each of these pieces of law focuses on an individual issue and has its own rationale and terminology. As a result, one law frequently contradicts another. Furthermore, planning laws can delay, frustrate and sometimes even prevent new developments.

Focus in urban planning has shifted to adhering to the relevant laws and regulations, instead of focusing on quality. Quality in design, quality in innovation and the general quality of the environments we spend our lives in.

Things need to be simpler and better. The government has therefore drafted a new Environmental Planning Act: a single statute unifying and simplifying all the rules and regulations regarding the environment. Prior to the new Act taking effect in 2018, local governments have the opportunity to gather experience in drawing up a new kind of spatial plan. Oosterwold is one of these developments.

Oosterwold: the Watershed in Dutch 21st Century Spatial Planning

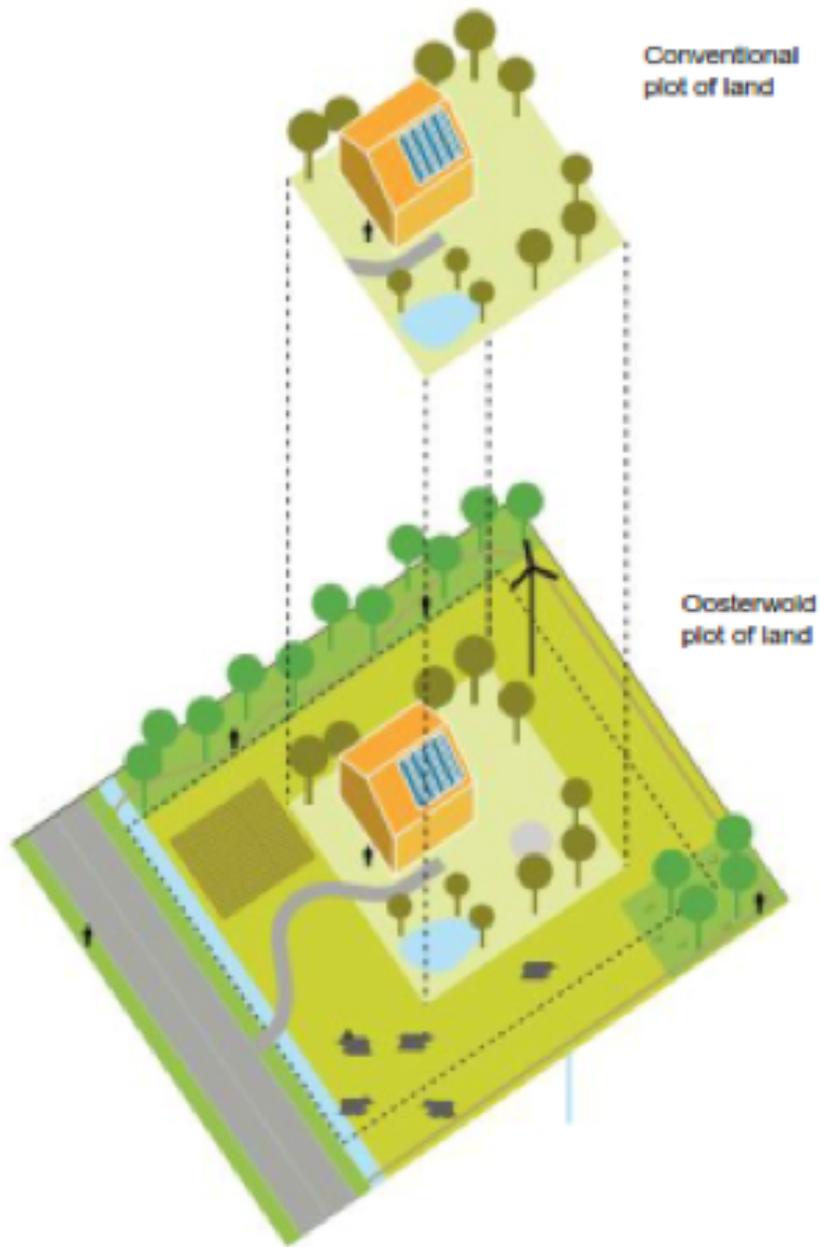
A new planning approach

Oosterwold functions as the watershed in Dutch spatial planning. The future development of Oosterwold is not based on and regulated by a detailed spatial plan, as is common in Dutch spatial planning as well as urban design. Instead, a simple framework and a set of game rules is used to facilitate a wide array of possible private initiatives. After the days of blue print planning this development strategy is an open invitation to all people who take initiative to develop and design Oosterwold with green spaces, agriculture and roads.

Instead of planning the future, an insecure future is the starting point of Oosterwold. Oosterwold cherishes the unknown and the unexpected and makes the principal decision to give room to the wishes and creativity of citizens and other initiators. Before it all takes place, only ten game rules are set which safeguard general interests and provides an unprecedented degree of freedom to all who want to participate in Oosterwold. In short, Oosterwold will not be developed 'top-down', but 'bottom-up' by the sheer variety of private initiatives.



Artist impression of health care farm in Oosterwold (Image: MVRDV)



Oosterwold: the Watershed in Dutch 21st Century Spatial Planning

Oosterwold introduced

Oosterwold is an area covering 4.300 acres of land east of the city of Almere. This gives room to 15,000 new homes, while the area maintains its green and agricultural character as keeps developing. The ambition is for Oosterwold to have a rich variation of residential and work environments and amenities in low densities, this as a counter part of the high-density urban development in the Western world.

End-users know best what quality of space and urban design represents to them. Every initiative adheres to a common framework to reach common goals, while individuals enjoy unprecedented freedom in shaping their own future home and landscape.

Six ambitions for Oosterwold

Oosterwold provides maximum freedom for initiatives

Oosterwold develops itself organically

Oosterwold is a continuous green landscape

Oosterwold has urban farming as a green fabric

Oosterwold is sustainable and self-sufficient

Oosterwold is financially stable



The Taikoo Li project has successfully enhanced the real estate value and revitalised the cultural and business activities in Chengdu's traditional commercial centre. Instead of copying and pasting the traditional Chinese architectural style, the Taikoo developer creates a traditional Chengdu street image by regulating the scale, height and pattern of the buildings. As a result, the historical asset Daci Temple embedded harmoniously into the surrounding contemporary luxury shopping streets and five stars hotels, which have become one of the most favoured meeting points for the locals. Due to the human scale of the street, semi-outdoors shopping spaces, the openness of the squares, café and bookstores, the Taikoo Li project is widely suitable for people of all generations and classes.

REVITALISATION



In a city being subject to major recent growth as Kigali, awareness of the need for planning is increasing. This street is one of downtown major streets, along which are the city hall, three international banks, a school, a café and several businesses. It was recently pedestrianised, and this decision created some controversy in the city. Stakeholders do not see the reason behind this pedestrianization since there is nothing related to pedestrians' experience (activities, benches, etc); just people passing through, and some street vendors selling clothes sometimes. The city council together with local planners & architects are involved in a spacemaking process to turn the street into a public space, which will be the first designed public space in the city and country, and it will raise the citizens' awareness about benefits of public spaces in the region.

PEDESTRIANISATION

“Dortmund as an example of a Ruhr metropolitan post-industrial migrant city has experienced socio-economic segregation and spatial transformation processes over a few decades. The selected area Dortmund Nordstadt is clearly defined by foreign communities as a multicultural environment, but lacks identity and citizen engagement which means that their engagement with the economy is restricted. A new local market for low skilled workers and the multicultural community is a base for creativity societies. The transformation management strategy developed in the Dortmund workshop with 45 professionals gathered in 7 groups during 2 intensive days assisted in the vision for a new economy for the Ruhr region.”

Dortmund: Ruhr Region, Germany:
How to leverage economic growth from spatial projects?

EMPOWER low skilled
workers through local
initiatives

ALLOW spatial projects
to evolve organically

REPURPOSE existing
spatial assets

DISTILLERY-TURNED-ARTS-HUB IN THE HEART OF THE CAPITAL, TAIPEI, TAIWAN

The compound’s spacious lawn is filled with city dwellers enjoying the warm evening with their four-legged friends. “A lot of the times, there are more dogs than people.” In most major Asian cities, this scene wouldn’t be taking place. A well-connected developer would have snapped up the 7-hectare parcel of land that makes up Huashan, valued at \$1 billion, and erected a mall or condominium block.

Lee Chang-Fang, Director of Huashan 1914



Source: www.huashan1914.com



Source: www.huashan1914.com

“Everyone knows that Taipei is a city with a good lifestyle. We want to make Taipei’s place in Asia clearer, and one of the ways of doing so is becoming a creative city.”

Huashan embodies this new ethos. Its transformation, however, took nearly two decades, and in some ways, reflects Taiwan’s maturation as a democracy. Built by Japanese colonialists in 1914, the distillery, one of the island’s largest, produced sake and plum wine until its closure in 1987. For a decade, it lay fallow as officials tussled over its fate.

In 1997 members of the Golden Bough Theatre made a startling discovery. There, deep in the heart of Taipei and cordoned off from all visitors, stood an abandoned factory. The group described the factory as a city within a city, a place where nature was left to age with concrete for nearly a decade... and they were intrigued.

While the young thespians did not know it at the time, they had stumbled upon one of the oldest and most well-preserved structures in Taiwan. Built in 1914, the factory was among Taiwan’s largest wine producers throughout the 1920’s. It had however, long since been abandoned.

The brazen group “restored” a small section of the factory and began staging plays in the abandoned halls. Their experimental performances, and intriguing choice of venue, quickly caught the attention of the local community...Unfortunately it also caught the attention of local law enforcement and the group was promptly accused of trespassing.

This minor act of excessive enthusiasm however, was just the beginning.

Local artists were drawn to the open spaces, high ceilings and abundant natural light. Soon art and literary giants from across Taipei began using the factory as an inspirational workspace, giving performances and leaving their distinctive mark on the structures themselves.

Word about this unique environment spread further and in 1999 the Association of Culture Environment Reform Taiwan, a non-profit NGO, was established to oversee the restoration of the factory into a full-fledged arts centre. The factory was renamed the Huashan Creative Park and, in 2005, the rebuilding of the Creative Park officially began.

In 2007 the Taiwan Cultural-Creative Development Co. Ltd assumed responsibility for the renovation and operation of the Park and renamed it Huashan 1914. An organically creative environment has been growing ever since. Huashan 1914 now serves as Taipei’s primary creative arts centre and a hosting ground for Taiwan’s most significant cultural activities. Examples include the Simple Life music festival and the BiBo student design expo. Today Huashan 1914 is not only the heart of Taiwan’s creative pulse, but also a bridge to a unique architectural past.

**7
hectare**

2,600 events per year
4,072 moves per year
64 art galleries

**1,792,406
visitors**

visit the lectures, workshops,
galleries, concerts, and
restaurants per year

**\$1 billion
revenue**

3.3% GDP
200,000 job opportunities



Proactive communities

In the late 1990s, an avant-garde theatre troupe began staging underground performances at the site. Attempts to evict them by officials were met with resistance by artists and their supporters, leading Huashan's fate. "In Taiwan, things are open to debate—what the government says isn't what necessarily goes. In December 2003, the Council for Cultural Affairs (CCA) took over its management. They planned a complete reconstruction that started in early 2004. And the end of 2005, Huashan 1914 Creative Park opened and offered artists a place to develop their creations and non-profit organizations a venue to hold activities.

Conclusion

Taiwan is becoming a retirement home. Huashan 1914 takes the leading position of Taiwan's cultural & creative park in the Northern Region, but developed individually without thinking of relationship with other resources, especially the value of culture property with other wineries in the Central Region, the Southern Region, and the Eastern Region. There is a desire to create a deeper culture for the post-industrial assets. Huashan 1914 reinterprets the slow economy to the evolution of a Taiwanese identity.

Impact

The culture & creative industries have become a new economic force in most developed countries recently. Most of the creative & culture parks were remodeled from old industrial heritage which full of culture & history. Those various contents of culture properties were the strong inspiration of cultural & creative industries.



Re-use existing assets

In November 2007, the CCA signed a contract with Taiwan Cultural-Creative Development Co., Ltd. to run the park. Since then, theatre groups, painters, wood sculptors, writers, movie producers and directors from Taiwan and abroad have found in the park a time-less pace to showcase their creative talents. Under the auspices of the government-sponsored Urban Regeneration Station project, derelict warehouses and factories are being converted into creative hubs for up-and-coming artists and designers.

TAIPEI

Spatial identity

"Simple" and "slow" are the new marketing buzzwords. Drop by the 24-hour flagship store of Eslite, Taiwan's largest bookstore, and you'll see guidebooks to the city's slower side: tucked-away teahouses and shops selling hand-stitched books. Huashan embodies this new ethos. Its transformation, however, took nearly two decades, and in some ways, reflects Taiwan's maturation as a democracy. Built by Japanese colonialists in 1914, the distillery, one of the island's largest, produced sake and plum wine until its closure in 1987. For a decade, it lay fallow as officials tussled over its fate.



Source: www.huashan1914.com



Source: www.chinatimes.com

Other examples

Taichung creative park was established on the former Taichung Fifth Winery, one of the most completed winery buildings in Taiwan, is now the heart of architecture, design and art performance centre in central Taiwan.



Taichung creative park, Taichung City, 2010

Hualian creative park is renovated from the former Hualian winery. which were successfully transformed into a mixed used complex with gallery, art performance, exhibitions function. It is also one of the most popular local recreational parks.



Hualian creative park, Hualain, 2012

Jiayi creative park is regarded as the traditional art and performance industry incubator, combining the renovation of old winery and traditional culture events.



Jiayi creative park, Jiayi, 2012

REGULATION



Since the 90s, local authorities are afraid to strictly regulate urban planning and development control. This building is officially of regional heritage.



An out-of-scale hotel ruins the idea of existing building heights. No urban planning instruments were used to regulate. Criticasters were not taken seriously.



New buildings contrast with the existing architectural styles. These developments have taken up part of the park and a parking lot now blocks a walking route.



We have failed to account the least probable risks but the most potentially harmful.

RISK MANAGEMENT

“The planning profession needs to reinvent itself. Designers of places need to transform into facilitators of urban processes, supporting the engagement of inhabitants and their communities as the experts of the place. This reinvention includes significant transformation of traditional design processes and tools, enabling planners to transform end decisions from subjective to objective evaluation. During the Eindhoven workshop, ‘the hackathon’ was tested as such a tool: 20 international planners worked on 3 local challenges, proposed by 3 local designers. Working on the challenges was alternated by panel discussions based on previous experiences of the participants.”

Eindhoven: How to react when traditional industries move away?

REPURPOSE existing
spatial capital

EXPLORE multi-
functionality of open
spaces and built form

USE the industrial past
as a catalyst for future
growth



In the early 90s, Philips, the electronics giant and dominant economic and social force in Eindhoven, left the city with a loss of 30,000 jobs and many empty factories in its wake. Ever since, Eindhoven worked hard to reinvent itself, giving abandoned buildings to creative people and renting out ateliers for free.

Strijp-S, one of the areas formerly owned by Philips, now functions as a gentrified hotspot for designers and young creatives, and hosts the Dutch Design Week once a year. New residents of Strijp-S were selected based on motivation and creative backgrounds. Other areas, like Strijp-R and Strijp-T, are following its example and transforming quickly.

However, during all the hard work which the city has done to attract this new industry, the non-creatives of Eindhoven were sometimes forgotten. The fast transformation of the city brings new challenges. What happens after the initial transformation?

Surrounding neighbourhoods like Drents Dorp and Philipsdorp, where the Philips employees used to reside, did not change much. In fact, watching their beloved factories being taken over by outsiders has even created a somewhat aversive attitude towards the city's design revolution. In 'Hack the Regeneration', we discuss a related proposal.

The 'Gloeilampenplantsoen' used to be a park intensively used during the workers' lunch break. It now belongs to a Chinese investor, who is patiently waiting for the value to go up, but doesn't maintain it. Neighbouring residents feel unsafe, and would like to reclaim the land for recreational purposes. Hack the ownership!

A former Philips sports park recently went bankrupt, and is now vacant. Perhaps related, the neighbouring area is somewhat problematic, and has known a decline in social cohesion. In 'Hack the Motivation', we wonder: would it be possible to let the transformation of the sports park double up as a community building project?

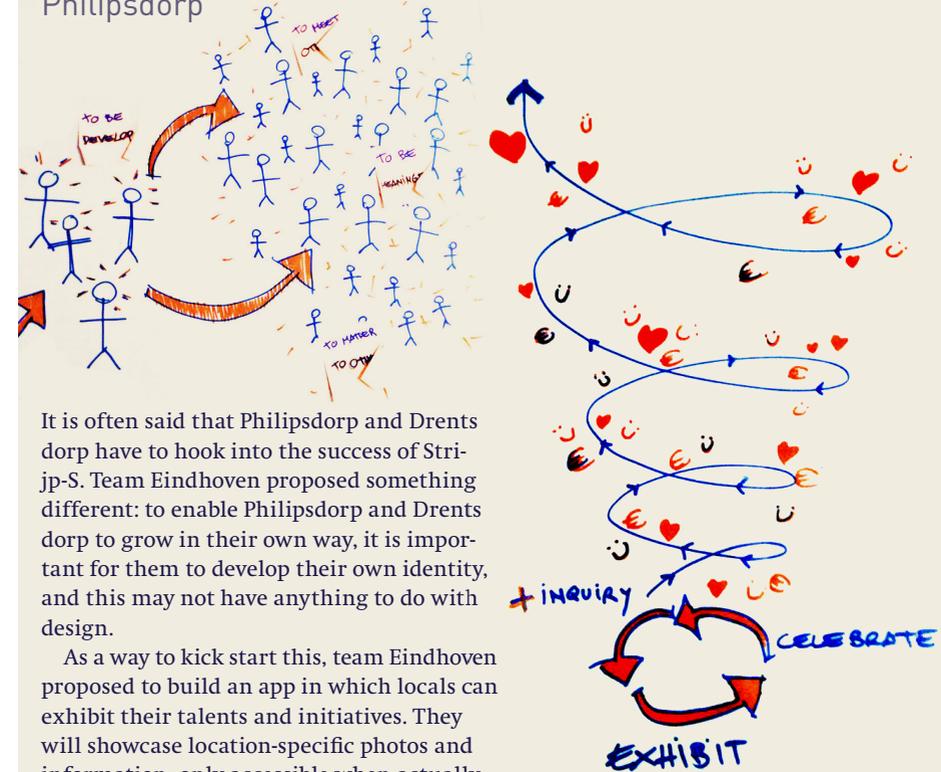


The houses of the former Philips employees in Philipsdorp



Former Philips factories Strijp-S

Hack the Regeneration! Philipsdorp



It is often said that Philipsdorp and Drents dorp have to hook into the success of Strijp-S. Team Eindhoven proposed something different: to enable Philipsdorp and Drents dorp to grow in their own way, it is important for them to develop their own identity, and this may not have anything to do with design.

As a way to kick start this, team Eindhoven proposed to build an app in which locals can exhibit their talents and initiatives. They will showcase location-specific photos and information, only accessible when actually walking through the neighbourhood.



The park in its glory years, between the still functioning Philips factories



The park now

Hack the Ownership! Gloeilampenplantsoen



Team Eindhoven proposes to set up a programme named 'Adopt the Park': a method to organise and channel all interventions taking place in the park. The initiator of most interventions so far, Vincent Wittenberg, would function as curator.

Vincent Wittenberg cleans out the park once a year

Every month, interested residents, and perhaps local entrepreneurs from the neighbouring Strijp-S, are invited to take responsibility and organise an event or intervention. By curating in a certain order, reacting and anticipating the updated situation, the effect might be bigger than with random, single actions.

Neighbourhood picnic, to draw attention to the negligence



Former sportspark for the employees of Philips, now abandoned.



Hack the Motivation! Sportspark Drents Dorp

Inspired by the story about Liverpool's Giants by workshop participant Paul Kallee Grover, Team Eindhoven proposes to organise a spectacle event, simultaneously showing the potential of the community and a way to use the space of the park. Within the theme of 'transformation', Team Eindhoven proposed to form artworks



Giants in Liverpool, a great example of an uplifting spectacle.



Urban gardening taking place in the neighbourhood

out of waste, together with local residents. Starting off at different places in the neighbourhood, the 'waste creatures' would be moved towards the sports park, triggering people to follow and to help let the creatures grow bigger. When arrived, where the neighbours can meet, admire the other waste creatures and party together.

“Shifting towards a sustainable energy system demands area based strategies as part of a wider societal transition. A horizontal organisation system of space and political forces should allow an equal share of capacities and duties. It involves processes of innovation and collective self-sufficiency. From this perspective, scale matters. Small innovations and interventions at the local level gradually grow in importance and this in turn upscales and changes the entire system: small enough to innovate quickly, big enough to have a meaningful impact, guiding district investment and community action. The end result might be a very different energy system, but it can generate consensus and social benefit. This ambitious terrain clearly demands a research-like approach next to practice. The workshop showed that it is required to have a constant exchange of knowledge between professions, politics and universities. To enhance participation, the city needs to be conscious of its possibilities, combined with a continuous educational process, and the ability to reinvent itself.”

USE visualising scenarios as a tool for exploring possible futures

PROMOTE regulatory instruments to influence private investments and energy consumption

CAPITALISE the multi-functional potential of public spaces and built form

This wind turbine was built to encourage the related professional practices to consider the numerous available renewable energies as an essential element of design. Although this turbine does not provide much electricity for Shiraz, it is a strong monument able to contribute to change the taste of ordinary people towards sustainability.



SUSTAINABILITY

Shiraz
Maryam Rismanchi

GREEN

Although “green” initiatives bring hope, a lot more is required to adjust the typical American’s travel behavior preference: the personal automobile.



Salt Lake City
Mercedes Beaudoin

“Renewable energy is subject of manufacturing economics, all products go down in cost the more you make. Fossil fuels instead are resource oriented and the cost goes up the more you use”

Mike Eckhart

HOW CAN LANDSCAPE, PARCELLING STRUCTURES AND OWNERSHIP INFLUENCE THE PRODUCTION OF ENERGY?

The quote on the left page shows that the tipping point from fossil fuels towards renewable energy is economically driven. In Punjab and in Dubai companies managed to produce clean energy from the sun, cheaper than coal or gas. Considering this, urban planning is facing new challenges.

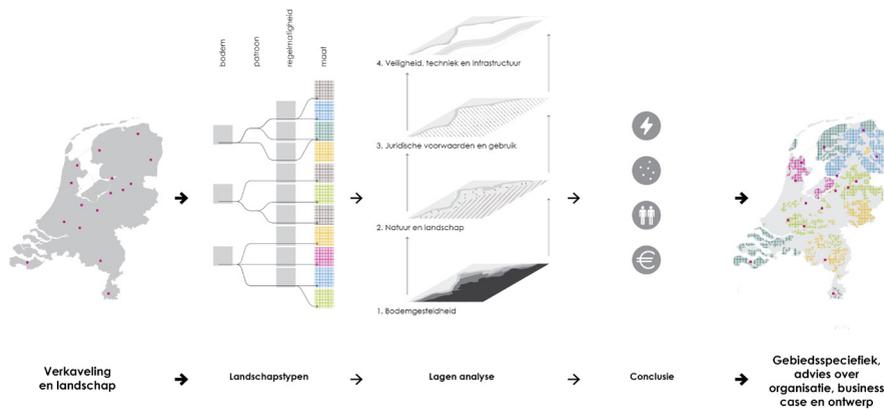
The production of sustainable energy creates a spatial impact: big surfaces for production are needed, windmills are visible and excess energy needs to be stored. Urban planners can fulfil an important role in defining locations, guiding legislation and filtering the best options.

This requires projects with multiple added values: energy security, access to local jobs, housing quality, material flows, co-operatives, nature conservation, and more. For urban planners it is important to take these values into account and make energy attractive by creating specific local based-business cases.

Here lies the key for creating large-scale renewable energy generation. In the near future energy (availability) will be a leading factor for every spatial project “not as a restriction, but as an opportunity that will allow great freedom in a clean world.” (Karlijn Kokhuis)



Example of a scenario for Groningen energy transition



Research's structure

A traditional generic approach does not seem to exist. As designers we should look for new ways to implement the production of energy from renewable sources. Considering the geographical characteristics of the region, the diverse types of landscape, technical innovation and socioeconomic factors help identifying the opportunities and potentialities for each location. Designers can look at three directions as regards NIMBY: production landscapes, innovation landscapes and new future landscapes that have a more aesthetic approach.

The scale of the region corresponds to the necessary alignment of local interests and within the design process we get the opportunity to enhance its existing qualities. Visualising the scenario's for a possible future is part of the design process and helps enhance communities and other stakeholders to understand the impact of the transition.

Data analysis and interpretation is essential when working with energy: how much energy a region to generate energy and what are the forecasts for 2050, what is the maximum potential of this region and which locations can be used to exploit this potential? Then, from different perspectives viewed through spatial consequences,

which choices can be made, how much does it cost and what does it provide? Data-sets shouldn't be just numbers. What needs to be developed is a solid framework to interpret these numbers, and define prerequisites that can strengthen the design as a continuous proces of research. Therefore urban planning is always a collaborative project. Designers need to work together with experts to optimise the methods they use and benefit from others professions.

Building regulations, subsidies and market-based instruments such as taxes are a promising approach to influence private investments and reduce energy consumptions. A more complete analysis of the land and ownership is interesting to help setting a methodology to speed up the transition. In my research I categorise the Dutch landscape into comparable (manageable) types of land-use and cityscapes, based on their typical geo-geographical, spatial, economical, legal and organisational aspects. After close reading of their properties and analysis of the relative importance of several factors, a set of development strategies can be formulated. These strategies vary in terms of economic potential, energy potential, stakeholder- and area processes and spatial design guidelines.

Parcelling, Landscape Typology and Energy

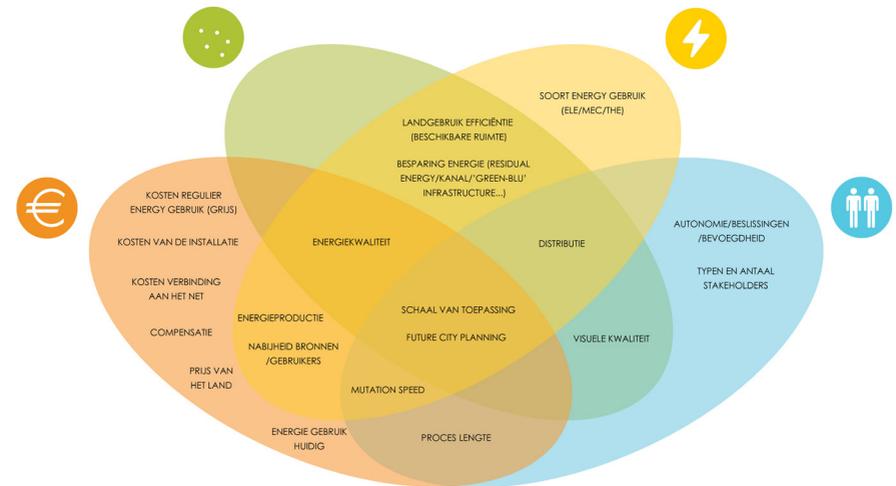
Research questions:

How can landscape, parcelling structures and ownership influence the production of energy?

Which parameters are relevant for spatial impact of renewable energy production?

Can we formulate multiple re-nearable energy strategies?

With this research I focused on a methodology to select area's where the development of sustainable energy production is feasible and/or most profitable. The data helps landowners and developers to set eyes on the economic and energetic potential of their property. Besides governmental organisations the study can assist in stimulating market and civil parties to contribute to reaching the national goals for 2020 and 2050 without losing sight of the spatial quality of our landscape. The value we give to landscapes will play a crucial role and needs to be considered carefully: every region, every type of land use and any combination of stakeholders require a tailored approach.



Relation between parameters

Drought and flooding area are serious global issues. No matter how big and how many reservoirs there are, we are still fighting against water scarcity or overflow. In addition, there are huge environmental impacts as invisible costs of constructing reservoirs: especially the danger of landslides caused by increased pressure on surrounding land, waterborne disease, and the decline in biodiversity. On the other hand, urban sprawl is evident in every metropolitan area in the world. Actually many of the “dispersed cities” are situated in an agricultural landscape

which is full of fields, ditches, and ponds. The impermeabilisation of land and the change of land use, as a consequence of urban dispersion, are changing this landscape. Ditches and ponds are to be given with new functions or simply to be filled up. Can they become an instrument to guide urbanisation?

These questions lead us to reflect on a hypothesis: What would happen to the dispersed city if ponds are created as a water storage devices of the city instead of building reservoirs?



Hasselt, Belgium



Padova, Italy

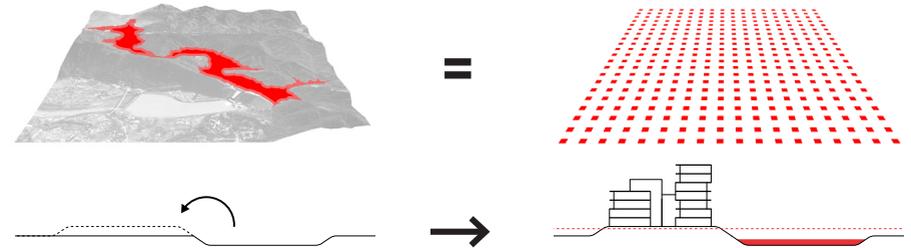


Taoyuan, Taiwan



In Taoyuan, the ponds are now surrounded by the rapid urban dispersion. Nevertheless, the role of the huge water network is not clear in the urban plans.

Water-Land-Scape: A Scenario

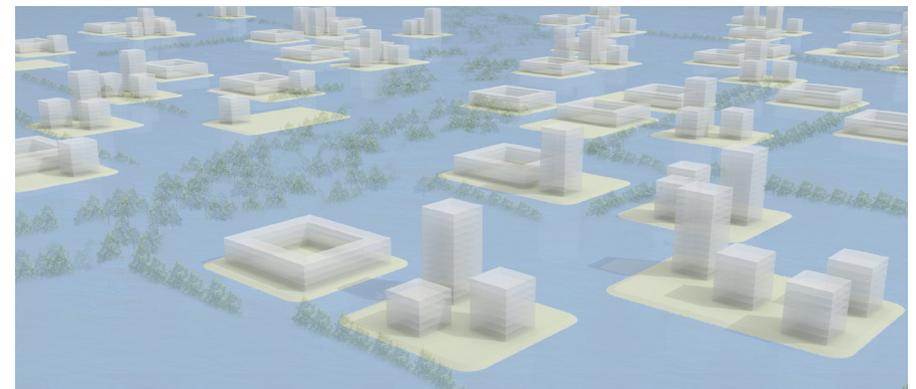


In this scenario, the ponds are excavated and a sort of “dunes” are created with the excavated land. The ponds are interconnected to work as a system that stores and supplies water. Therefore, the city is constructed on the dunes with high

density. The elevated ground level prevents the buildings from being flooded during the torrential rains generated by the extreme climate. More land is reserved for agricultural use.



The ground elevation avoids the risk of flood. The water network creates high biodiversity to the city.



When there is the flood brought by the torrential rains, the city are protected as they are all elevated on the dunes.

Martin Knuijt

The chances for e-mobility in urban development Groningen – Energetic Future

Spatial impact of energy in the city.

To anchor the energy landscape in a city, the energy transition must be translated from a purely technical task into spatial effects and possibilities. It is significant that, at the point of defining OKRA's study of the spatial effects of transition to electric mobility, there were many studies on its technical and economic implications, but hardly any on its spatial impact. The spatial scenarios of the study demonstrate new opportunities for the city at individual, collective and large-scale levels.

To investigate the spatial impact of energy transition, similar to the studies on the impact of e-mobility, it is crucial to find promising and realistic scenarios for both the urban area and the surrounding landscape. In this sense, it is harder to

determine the spatial tasks related to such energy transition, than those for other cycles in and around the city, such as water, food and nutrients. Unlike the other variables energy use is not defined spatially. Food can be related to the land on which it can be grown, intensive or extensive, water can be related to the watersheds. Energy recovery can be carried out both above ground and underground, and the scale of the area in which the extraction takes place also varies. Despite this limitation, it is essential to have an integral approach to the problem and to define areas that have spatial units, which correspond to the morphology of the city and to the landscape.



1. Example of a scenario drawn by stakeholders from one of the interactive sessions.

E-city

Agenda for spatial design of energy transition

The change to new forms of energy in the city should be connected to a higher level of aims and ambitions, leading towards a healthy city or towards a town as a human habitat. When used wisely, this will contribute to a better metabolism of the city.

From this perspective, it is wise to look where there are interesting catalysts for change in terms of energy and space. The playing field for the energy problem within the city is not the same everywhere. It is determined by - amongst others - more or less public places of concentration of energy, switching points on infrastructural lines in the city and the extent to which there are urban areas that are ready for urban transformation.

On the development agenda there will be a range of highly urban to peripheral components, giving new meaning to the way new energy in the city affects the urban landscape.

As regards urban batteries –urban facilities on prominent places in the city that use a lot of energy, such as the hospitals and the railway station would benefit from local energy production if only to ensure the reliability of availability of energy in these locations. In case of success, these energy-producing facilities would be a showcase.

Energy transfer points are crucial thematic places within the city where the movements from outside to inside and vice versa occur, such as the transfer points linked to the healthy sports landscape and to the energy campus.

Interaction areas of city and landscape are potentially thematic urban areas connected to energy. Potentially, the northeast of the city of Groningen will be a country park producing and processing biomass linked to outdoor and indoor sports activities. In the north an energy campus can be associated with geothermal energy. In the east a new water district with energy-producing houses will arise and in the south a recreation area will be combined with water storage and energy buffering. The edges of the city will shift functions and these areas will add a rich palette to the city.

We are only at the stage of strategic definitions, a start of real investigation. Options have to be developed and tested and complementarity of energy resources within the city has to be considered as well. We all know that the sun shines less in the winter or at night. However, it might be clear that there can be points defined that do more for the network than others and that provide new meaning.

The components can be defined, and though they do not cover the total city, they do provide a range of interesting opportunities. For further development it will be interesting to define the interaction between energy and a spatial quality map in a toolbox, indicating the relationship between the various forms of energy production and their spatial effect.

“Our theme was the geopolitical relevance with repercussions on shared and autonomous economy, infrastructure, landscape and knowledge. Notwithstanding the physical proximity of spatial capital and resources, the theme also transcends conventional scales and can be interpreted as a way to facilitate cross-border collaborations on planning sub-themes. In a broader context, it emphasises the growing relevance of polycentric urban regions, peri-urban regions, territories in-between and macro level planning policies. It encourages a coercion of forces, a coming together of like-minded individuals who understand the strategic and long term benefits of overcoming national borders.”

Maastricht: How to overcome national borders?

DEVELOP spatial strategies for cross-border poly-centric urban regions, peri-urban regions and territories in between

FACILITATE cross-border collaboration between like-minded individuals

DEVELOP multi-use urban landscapes with flexible typologies for living, working and leisure

"A boundary is not that at which something stops, but that from which something begins its presencing." Heidegger

The debate on overcoming national borders calls for a shared motivation across borders. It advocates the setting up of an optimum daily urban system; a strategy of borrowing and complementing through targeted management and demand. It also promotes a diffusion of knowledge to non-dedicated workplaces and incubator strategies. Macro landscape entities maybe preserved and repurposed as cross border landscapes of multi-scalar value and as a variable for productive landscapes. For a sustained use of the region and to enable competitiveness, low cost transit systems were considered a viable option. Multi modality with choices for the traveller and exploring the potentials of e-bikes would help in this. A combination of these strategies would target the 'Borderlander, The New Age worker' who would be attracted to inhabit the repurposed borderscapes.

The conceptualisation of the exploratory project therefore takes root from the possibilities of the 'Horizontal Metropolis' (Vigano, 2006,2011. Horizontal metropolis, works as a spatial capital and as an agent of transformation, as a support and a place of potentiality.

It is a layered territorial construction where agriculture and non-agriculture economic activities create an original mix. Beyond the theme of "peri-urban", it refers to closely interlinked, co-penetrating rural/urban realms, communication, transport and economic systems'. (Vigano, 2006,2011) To counter negative impacts of archetypal sprawl and fragmentation, it is necessary to valorize the In-between spaces, those that are neither urban nor rural; to create conditions for a resilient trans-boundary urban system

The project emphasises on the idea of borderscapes. There needs to be a conscious of the in-between to come up with appropriate strategies for poly centric cross border urban systems. Multi-use urban landscapes can give rise to new typologies for living, working and leisure. For example, living in the forest, working in nature, industry in nature etc. There also needs to be a phased strategy to brand the area by making it more attractive, increasing its specialities and create an atmosphere which is unique to a borderscape. The idea is to induce a shift in national narratives and a remapping and reimagining of the borders. A strategy of targeted management and targeted demand should serve as indicators for achieving functional and spatial coherence



Infographic depicting microspaces, insertions, acupuncture, third places and infrastructure strategies to integrate the cross border regions into the larger whole



Picture by Abrinsky

Borders are not always physical, they often also arise from people's mental perception of the unknown, of seemingly alien cultures, of political differences, of pride, of language, of ethnicity and faith, of have's and have not's. The above picture is from the peri-urban region of Delhi, inhabited by villagers who have been neglected by the city's global ambitions. It illustrates the notion of borders on many levels.

Demonstration Project: Valorising the borderscape through a flexible framework

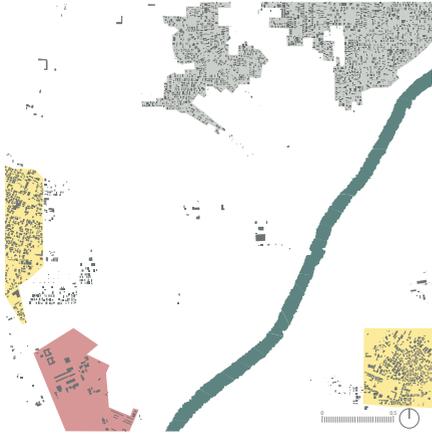
This demonstration project is situated in the provincial cross-border territory in India between the capital city of Delhi and the satellite city of Gurgaon. The project of 3km x 3km proceeds to show how fragments maybe reconfigured by a framework which allows for flexibility through a combination of open space, production and mobility systems

Future Project Explorations

In my capacity as an urban designer, I currently head MO.dE, a startup aiming to create a multi-sided platform facilitating cross border collaboration and knowledge exchange between spatial planning companies in The Netherlands and India. Together with academicians from TU Delft and urban designers in Maastricht, we are now in the process of exploring and adding further value to the vision of borderscapes. The idea is to use these preliminary findings for an exploratory project for comparative analysis among national and provincial cross-border polycentric urban regions in different parts of the world. How are, for example settlement patterns, demand in housing, jobs and production tackled in other cross border urban regions. The aim is to use these findings as a framework to inform policy makers on how to deal with zones that are fringe areas.

The existing context is mapped using the criteria of mobility, open space, production and urban form. An analysis of the existing trends establishes the constraints and limits of the project. The existing situation of urban development reinforces the regional and local tensions. The urban form and mobility adopts an exclusive spatial condition striving to meet the global demands of Delhi while neglecting the local needs. The agricultural production and open spaces are compromised for the rapid expansion of urban form

The idea of green infrastructure has been employed as an alternate spatial tool as a call for a larger shift in the current planning vocabulary. What it aims at is to offer a new perspective; an alternative planning approach in opposition to the over-arching master plan.



Existing Urban form: The condition of isotropy in the area is defined by the introverted system of traditional rural villages. The urban form is fine grained and mostly residences which are single or double storey.



Existing Open Space: This mapping enabled to explore the porosity of the space. It indicated potentials of the existing open spaces. If the micro spaces are valorised with functional diversity, it can enable the linking of the in-between to the larger scales.



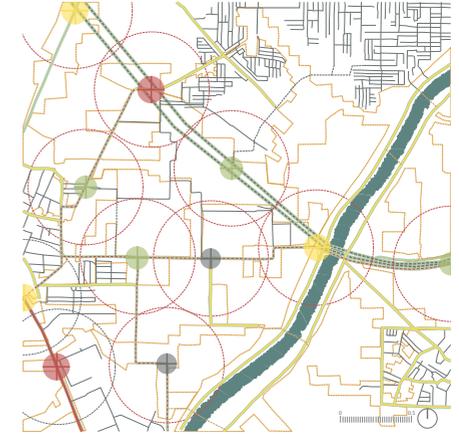
Existing Productive landscape: Traditional agricultural grid plots divided by dirt roads.



Existing Open Space Potential: This sets the base for understanding the scope of multi-functional interfaces between existing open space and production. The water courses, ponds, big open spaces and localised micro spaces can be valorised.



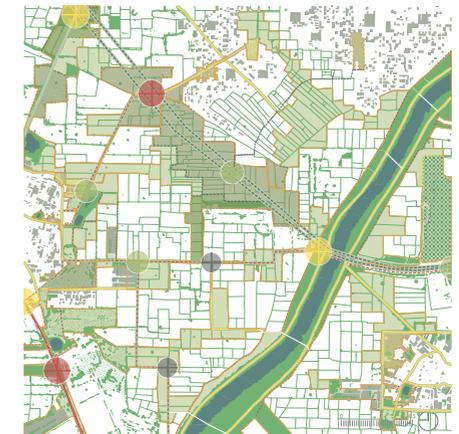
Existing Mobility: The hierarchy of roads representing fine grained street structure, secondary roads through agricultural land, primary bus routes and proposed 100 m wide road which threatens to disrupt this isotropy by acting as a barrier.



Mobility Strategy: Reconfiguring linear filaments, evolving new centralities and slow mobility. New centralities are based on contextual demand. The hierarchy of nodes is based on location, proximity to facilities and their accessibility.



Open space strategy: Creation of Interfaces and evolving programs. The interfaces are created following the organic structure of the agricultural plots. Every urbanised area is in proximity to spatial quality, employment opportunities and recreation.



Combined Strategy: Combination of systems to create new interfaces. It creates a space used by diverse social, economic and demographic groups. The hierarchy of nodes establishes gravity points which can serve multiple scales.



Cycling Without Age is a movement which enhances the quality of senior living by helping them getting back on cycle rickshaws.

SOCIAL ENTREPRENEURSHIP

Copenhagen
Sietze Faber



The in-between; productive landscapes superimposed by sub-cities on the periphery



City of Gurgaon, Globally aspiring satellite cities oriented towards the main city



Rural villages transformed into congested urban villages

GLOBAL CITY
GLOCAL
INFORMAL VS. FORMAL
PERI-URBAN
MICROCOSM
PERIPHERY
DISPERSION
BORROWED SIZE

Delhi
Mrudhula Koshy

“In terms of port-city relationship, synergy is defined as the added value of coherence as a result of collaborations. Future transitions are expected as follows:

Learn from the past and present to anticipate the future. It's essential to understand the changing contexts (next economy, climate change etc.) and live with uncertainties.

Integrate port and city into one system. From 'Port City' to 'Stadshaven' for both competitiveness and attractiveness. From 'city in, port out' model to 'working waterfront, living port' concept.

From government to governance. Planning should optimize collaborations in the network of port authority, municipality, environmental organisations, industrial owners, innovative entrepreneurs, knowledge institutes and local communities.

Role of planners. It goes further than simply spatial plans. Planners should facilitate the interests of different stakeholders, identify conflicts and potentials, and balance economic, social and environmental values. Planners must also be aware of conflicts of interest.”

SHIFTING planning priorities
from the 'City in-Port Out' model
to 'Working Waterfront-Living
Port' model

OPTIMISE collaboration between
port authorities, municipalities,
environmental organisations,
industrial owners, innovative
entrepreneurs, knowledge

institutes and local communities
PROMOTE a collective and
shared use of repurposed
space, machinery and people

The “Sino-Dutch Sharing Port” project aims to create a new type of port-city interface along the Jiaozhou Bay in Qingdao (6th largest port and main city of Shandong Province in China) with strong local attractiveness and international competitiveness.

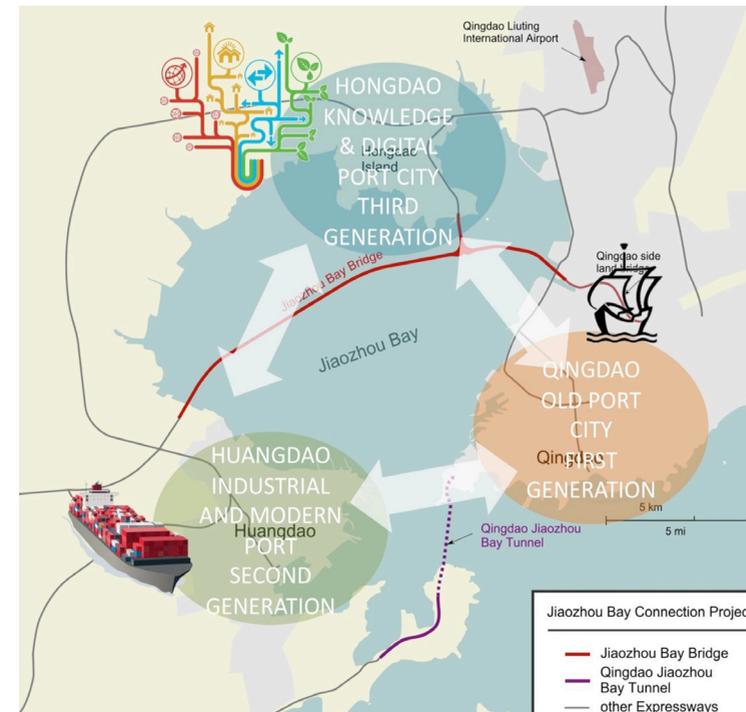
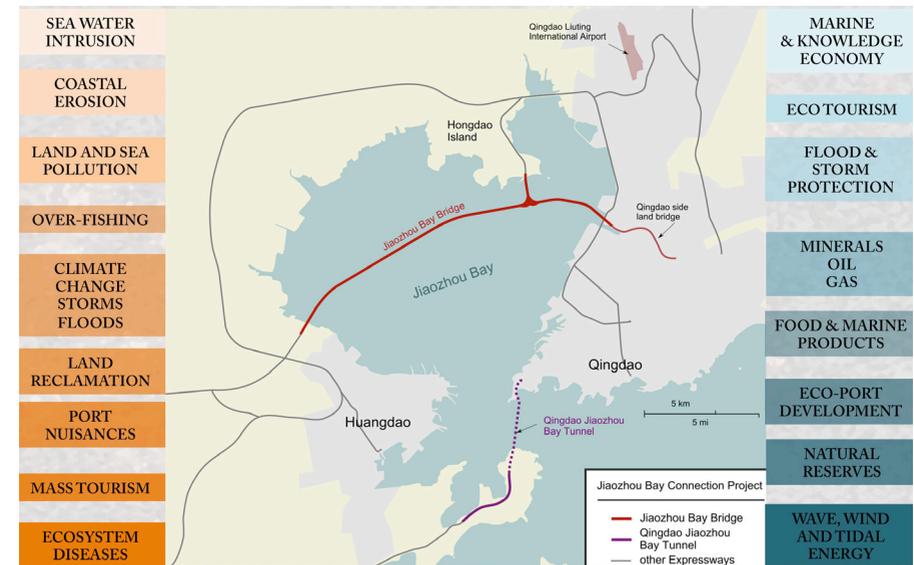
A “Sharing Port” is a waterfront community connecting the digital industry, urban innovation and waterfront resiliency with the sharing economy. A “Sharing Port” is also a shareable infrastructure where offices, cultural centres, sport facilities, (post-) industrial warehouses, schools, kitchen gardens, bicycles, cars, car parks are shareable in diverse and flexible ways and becomes a “Port of Ideas, Innovation and Industry 4.0” connected to the rest of the city by water, rail, bicycle and on foot.

Developed as a global port-city, Rotterdam is both a major transport hub for goods from around the world and a creative city searching for innovative urban solutions, but facing new challenges of social and economic integration. The city and its port interface offer an ideal context to combine the benefits of the emerging Sharing Economy and innovative solutions for urban resiliency, green mobility and healthy community development.

Learning from the Dutch experience of port and city planning, collaborative economy and healthy urban communities, the project targets the Jiaozhou Bay in Qingdao and focuses on the Hongdao coastal high-speed train district where a multimodal sea marina is proposed.



The Sino-Dutch Sharing Port Project



The Sharing Port concept has 7 main aspects

1. A Platform for Education and Knowledge

The Sharing Port plays the role of socio-economic integration incubator in the city, where universities, companies and people share their knowledge and initiatives with local communities through professional trainings and community workshops.

2. A Cluster for Sharing Economy

The synergy between urban lifestyle and sharing economy, through collaborative consumption, shared mobility and urban agriculture is full of potential solutions for better living and consuming.

3. A Community-oriented Circular Economy

A circular community uses, reuses, restores and recycles goods and products. A port-city interface is an ideal environment to develop circular economy hubs, where “upcycled” products can be redistributed regionally or globally.

4. A Green and Shared Mobility

Waterways, green paths for pedestrians and bicycles, a safer and slower traffic combined with a smart and integrated parking management helps to improve communities’ health and urban liveability.

5. A Multimodal Hub for Everyone

A multimodal marina is proposed in order to connect the HST station and Jiaozhou Bay, the port and the city. This marina is a hub for bicycles, boats and public transport that will connect directly with the train station through green and blue ways.

6. A Resilient Waterfront

Combining well urban development and preservation of the green coastlines of the Bay is a major challenge in Qingdao. Through this project, we aim to learn from the Dutch experience of green waterfronts and coastal management that urban functions, nature and safety are guaranteed.

7. A Healthy and Smart Community

Building step-by-step a healthy and smart urban community along the Jiaozhou Bay can inspire the city of tomorrow, restore the waterfront in a smart and human way, and attract smart people with healthy lifestyles.



Image source: Citilinks

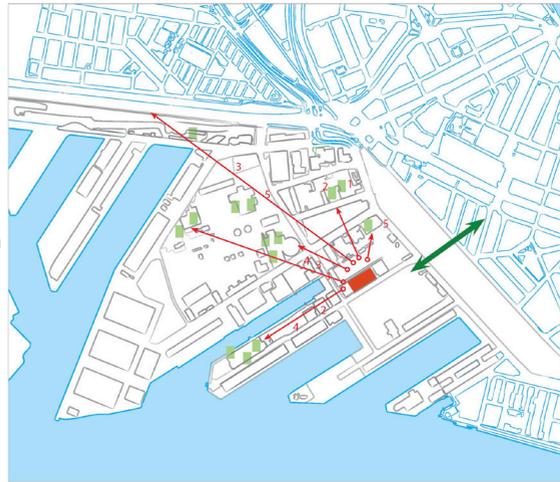
We propose a workshop of 10 days in Qingdao with the support of the Faculty of Architecture of China Petroleum University (CUP) including 45 students and the endorsement of ISOCARP and other interested Dutch actors. In 2015, a first port-interface “Design day” was organized by Sebastien Goethals and Xiaoyu Wang in the CUP. The results of the project will be published both in the Netherlands and China, and will be presented in the 52nd ISOCARP Congress.

Panoptic Architects

OVERZICHT | FAIR DESIGN PLEIN

LEGENDA

- 0 Fair Design Plein 0 | Incubator
- 1 Fair Design LAB 1 | Textiel lab
- 2 Fair Design LAB 2 | Assemblage lab
- 3 Fair Design LAB 3 | 3D lab
- 4 Fair Design LAB 4 | Keramiek lab
- 5 Fair Design LAB 5 | Hout & staal bewerking
- ↕ Treden voor sociale ladder omwonende bewoners
- ↑ Clusters kunnen groeien in gebied



The platform 'Made In 4havens' was initiated by Panoptic Architects in 2012. The goal of the platform is to create an inclusive area development of the Vierhavens Area in Rotterdam based on the local DNA. A DNA consisting of local pioneering entrepreneurs and an economy connecting to the skills and capacity of the local inhabitants from the neighbourhoods are connected to the harbour area.

By creating a network of local product designers, craftsmen and artists who have already been attracted to the area before the initiative started, a platform has been created for collective use of space, machines and employees. An area development purely based on potential big future investors and iconic copy-pasted master plans before the economic crisis resulted in empty buildings, and created an alienation of the inhabitants and entrepreneurs who brought economy and life to the area before the first transition took place. Therefore, instead of creating a blueprint for the area development and focusing on big future investors who will fill the empty plots of the master plan, Made in 4Havens suggests to start with the economy which is already present in the area.



Made in 4 havens

There are four main targets:

1. Place Making

The initiative was started in 2012 by organising events to promote local design, with design galleries in empty industrial buildings and design markets connecting local inhabitants to the transition of the harbour area to a lively area with new craftsmanship.

2. Cooperative organisation of design entrepreneurs

In 2015 a cooperative organisation was founded to establish an official platform for area development with local design for manufacturing and manufacturing entrepreneurs.

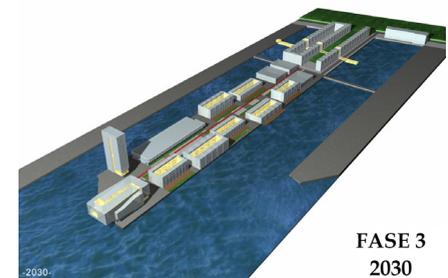
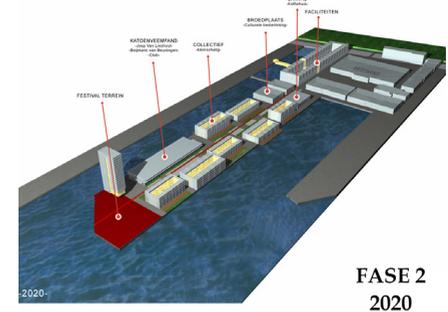
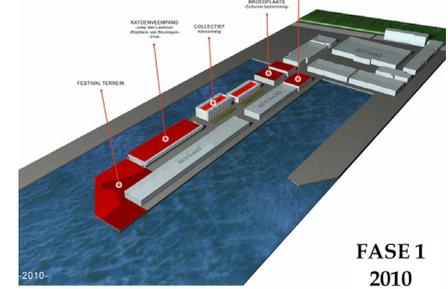
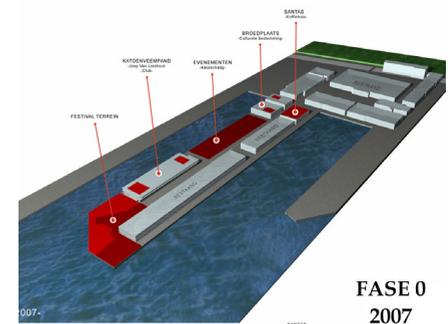
3. Case study project

In 2015 the platform started a case study project in an empty industrial building in 4Havens on de Keilestraat 9, with 1000m2 of conference space, prototyping and production labs and office space for local product designers.

4. Goal for 2025

The goal of the platform is to create clean manufacturing facilities and office space which can be integrated in a future working and living area. The transition is expected to take place in the coming 10 to 15 years.

By starting with current economic and social networks, the urban development plan will be more durable on a socio-economic level. By strengthening local businesses related to the local economy in a platform, and co-creating a dynamic urban design plan, the design will be more sustainable both socially and economically.





An important feature of urban development is that of value creation. Waterfront (re)development in old port areas is a collaboration of people attributing (new) meanings to the port-city interface, especially for socio-economic development. In this regard, waterfront (re)development represents different values: an economic value shown as a catalyst for reviving local and regional economy; an ecological value expressed as the benefits for ecosystems; and a social value indicating the cultural and emotional meaning of the old port and waterfront. Value creation is embedded in the development of spatial strategies, that multiple stakeholders (state, market and civil society) are involved. A robust and adaptive strategy should not only contribute to the image of the waterfront, but also need to aim for an economically dynamic, socially inclusive and environmentally sustainable place that the transitions can bring added value to both port activities and urban life.

Various cities
Yuting Tai

ADDED VALUE



GLOCAL

The Holland Boulevard at Schiphol Amsterdam Airport forms the visiting card of the Netherlands. A way to express the complex relation between global and the local.

Schiphol Plaza is an example of integrative placemaking, by creating a vibrant and lively modern urban hotspot it multi-modally integrates people and place.

INTEGRATION

Schiphol
Sietze Faber



“Air traffic is increasingly growing every year. We as planners need to act in order to accommodate and integrate these global mobility drivers better into our spatial constellations. From regulation to shaping strategic planning conditions for the future. As both the more mature as well as newly developing airports face similar challenges and opportunities, urban planners should approach and co-operate on a global scale by knowledge and best-practice exchange. Airports form major drivers and links in the polycentric interconnected urban patchwork. Creating innovative visions of liveable and fully-fledged airport-city quarters will be our challenge of the future.”

CONCEPTUALISE airports as
drivers and links in the polycentric
interconnected urban patchwork

ESTABLISH self-sustaining
incubators at airports

DEVELOP a portfolio of
high-quality innovation/design
and research in the context of
airport-city environment

Airports as non-places?

Air traffic is increasingly growing every year, Airports form therefore important mobility drivers gateways of economic growth.

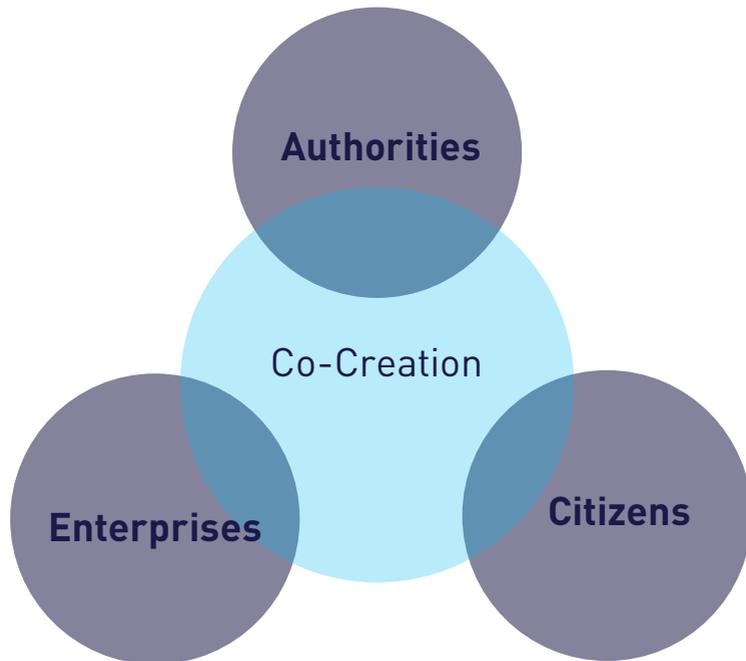
Social scientists see airports however as quintessential ‘non-places’. This means that airports are globally similarly shallow in their looks, mostly badly integrated with their surroundings and increasingly operating in isolation from their city and residents.

Comparing different Airport City developments throughout the world inspired me with the idea of forming an open source platform where best practices are shared and developed.

Living Labs

Within urban planning practice, new forms of innovative design and collaboration are explored. A living lab is such a new way of practice: it is essentially a user-driven, open innovation lab which combines companies, authorities, users and researchers in order to come up with innovative solutions and ideas. It is based on theories of open innovation and the shift from a closed to an open innovation paradigm.

Only when innovations are actually delivered – by companies and entrepreneurs – and used – by people in cities – they unlock their full economic and social value.



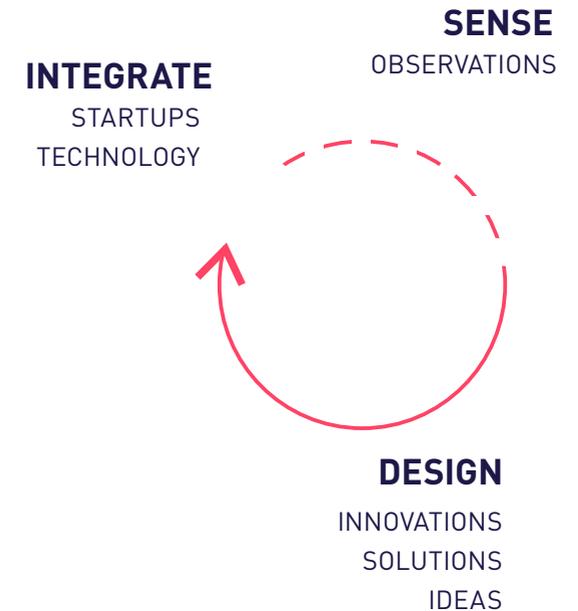
Living Labs as an open innovation environment

Airport City Living Lab

The Airport Living Lab is an open source comparative research & design project. The main goal of this project is to envision the Airport City of the future. This will be done by connecting companies, students and governments to gain results out of a co-creation process. An open source platform to create and generate ideas for vibrant airport cities. Startups could derive from this project who take innovative ideas further into practice.

The Airport City living lab could start off as a single lab, located at the core of Schiphol Airport and progress towards being embedded within a network of living labs around the world to ensure global knowledge exchange.

Similar challenges face our airports and cities throughout the world. This project strives for innovative solutions that are applicable in various airport contexts.



GOALS

The Airport Living Lab project has three main goals:

- 1 Develop a portfolio of high-quality innovation/design and research in the context of airport-city environment.
- 2 To establish a self-sustaining Airport Living Lab that generates spinoffs and startups.
- 3. Educationally embedded within universities and students to create a best-practice knowledge platform.

METHODOLOGY

Experiments and research by design form the core major research method in the airport city living lab. Through workshops, brainstormsessions and micro-innovations the lab can test theories in practice on the ground. The feedback loop between companies, students and governments is essential for creating a highly disruptive sphere.

THEMES

Research and design will cover various fields and topics, to ensure a broad variety of innovations. Fields of relevance for the Airport City are multi-disciplinary and future-orientated: (circular) economy, sustainability, accessibility, placemaking, and landside environment. Possible research and innovation questions include:

- 1 Flows; how to develop a self-sustaining circular airport-city?
- 2 Design: how to design urbanity for the future airport city?
- 3 Mobility: how to integrate and connect the airport within the city?
- 4 Innovation: How to innovate within air logistics, urban and business concepts/developments?
- 5 Technology: What are the (spatial) implications from future technology on airport-city developments? (e.g. driverless cars, renewable energy, etc.)



Airport City Living Lab envisioned



While we are facing enormous environmental and social challenges, bottom-up approaches are often considered as the solution for everything. This often ignores the importance of the tasks, and moreover the impact of the solutions. Instead of making bottom-up the solution for all, we have to define a new balance between bottom-up dynamics and top-down determined strategies. An example of this is urban farming, often misinterpreted as the solution for sustainable food. It is rather a social function, raising the awareness among citizens, but not tackling the transformation towards sustainable food production itself. That is a much more fundamental task, requiring integrated strategies on different scale and policy levels.



BOTTOM UP URBAN FARMING

Rotterdam
Michiel van Driessche



There are many good reasons for urban farming. Cultivation can increase quality of life through physical activity, focus on healthy food as well as create new connections between people. Grow your city in Fredericia, has created both local and national response to the green city issue. The project started after a number of people wanted to be able to drive urban farming. Since then, the temporary project has grown bigger, and now the project is being a showcase for other Danish cities.

BEST PRACTICE

Fredericia
Viacheslav Ivanov

“It is clear that relying entirely on technological innovations will not equate to a self-sufficient, healthy and sustainable food network. There is an obvious need for legislative intervention in land use planning to arrest the decline of farming and to stop urban sprawl encroaching onto fertile farmlands. This was clear from our Wageningen workshop on food and the city. There is a need for government to legislate to protect farmland, regulate ownership diversity and ensure that food access is equitable and fair. Planners must be vigilant that food deserts do not develop in their cities while also ensuring that urban agriculture is not touted as a one-size-fits-all solution to what is a far greater issue environmentally, socially and economically.”

PRIORITIZE legislative intervention in land use planning to arrest the decline of farming and to stop urban sprawl encroaching into fertile farmlands

ENGAGE local communities to achieve economic and social self-sufficiency in their own environment

DESIGN flexible residential typologies to encourage local food production

Community Capacity Building

Lathrottu
Managlore
India

Below is an aerial image of the hamlet showing the lush green hilly settings in which it is located.



Jayesh Ganesh

As cities continue to spread and grow across the landscape, they continue to pull migrants from across the nation to aid centres of manufacture, industry and services. The 2011 Census of India revealed a new trend in migration. The incidence of migration has shifted from the saturated tier 1 cities to tier 2 cities and towns. Migration however continues to remain an important determinant of urbanisation and urban management.

In the light of this condition, it became important for us to address the issue of push migration. The question we asked was how communities can engage constructively and productively with their own environment in order to achieve economic and social self sufficiency. The project is thus an attempt to shift the rural development discourse from the widely accepted notion of concretisation and sanitisation to the far more appropriate and resilient focus on capacity building for local populations.

The project is developed as a prototypical and contextual solution for the community based on direct consultation with families and local stakeholders. The project development aspires to bring together local sensitivity with modern sensibility through a hands-on community driven approach. For us, this exercise began with a detailed ethnographic study of the community, its history and its aspirations.

Community Capacity Building



Ethnography

Lathrottu is a small hamlet of about twenty homes near Mijar in Mangalore. The village of Lathrottu is home to some 125 people. The residents on the site belong to the harijan community and have been granted land at 5 cents a holding by the State Government. All thirteen families residing on the site are related to each other. On average, up to five members share one household.

Traditionally the members of this community had been engaged in manual scavenging activities. Upon rehabilitation to Lathrottu, the men-folk of the community have sought occupation as daily wage labourers in local small & medium scale industries. Women are employed by the local beedi factories for rolling activities. This is essentially a household arrangement.

Lack of formal education in the community has had an effect on the community's employability. Homeschooling in the traditional sense and preparation of vocational skill development forms an important part of family life at Lathrottu.

Families, though related to each other, do not engage on community activities or cultural / religious celebrations of any sort. Separate groups of men and women spend humid mosquito-ridden evenings drinking and discussing most prominently about politics. In addition to familial and communal politics, the politics of political parties acts as a strong divisive agent in the community.

The ethnography was done through direct consultation sessions with the locals over a course of six months.

Capacity Building

Every community is deeply embedded in a network of social, biological, environmental and spatial systems. Lathrottu is no exception and the emerging concerns need to be addressed within a system of inter-related locally rooted initiatives. We call these systems the five pillars. The proposed design programme seeks to address the following issues:

- Energy & resource self-sufficiency
- Food & economic security
- From houses to homes —creating liveable dwelling units
- Socio-cultural engagement and growth

This document will focus on two of the above issues.

Homes

The prevalent view of housing for rural development focuses on providing shelter. While this is essential as an infrastructure, its often industrial and low-cost approach does little to improve the quality of life of the community or ensure the family's continued residence. Our study of the issue informs us that the most important reason for this could be a lack of connection of the residents with their shelter.

What emerged as a clear deterrent to the resulting push migration was the need for homes and not just sheds. Our solution offers every family in the community a Home. A dwelling based n their personal habits and in alignment with the architectural and cultural traditions of the community. Centered around a courtyard, the home is designed to be a flexible and accretive unit which responds to the present and future needs of a growing family.



Food & Environment

One of the key issues emerging from the ethnography is the poor diet of the community. This is effected primarily by lack of variety in food consumption leading to deficiencies of certain nutrients. Organic wastes generated in the households will be recycled in vermiculture pits and used to cultivate local species of fruits, vegetables, herbs and spices in private kitchen gardens and community productive landscapes. The fertile top soil combined with the availability of water ensures a regular organic local harvest. Increased intake of essential nutrients from plants are to be complemented by family poultry sheds to ensure steady supply of proteins. Local productivity helps create a closed loop of organic ecosystem thus reducing the ecological footprint of the community. To this end, the community will be progressively trained by agricultural specialists in cultivating produce, maintaining organic farms and developing a self sufficient food chain.

Path Forward

The project programme focuses on a community driven approach to implementing some of these initiatives while the community transitions from a passive to a more entrepreneurial role. ECPL's prime objective is to design and help build homes & key infrastructure in association with local grassroots organisations and emerging technology start-ups.

Detailed plans for transitioning and modules for capacity building programmes are already being tested for positive impact in association with the community and a multi-disciplinary group of expert anthropologists, economists, agricultural managers and scientists, as well as local politicians and stakeholders. Project completion is envisaged for mid 2016. The project is currently at the funding stage.



The most annoying urban project I could think of is a low-cost housing project called Maskan-e-Mehr. As an answer to the urgency of housing for people with low incomes, the government decided to build thousands of apartments in major cities of Iran. It suffers from lack of integration during the overall design phases. That's why there is no community engagement in the project and the building blocks in my hometown are almost empty years after completion.



SOCIAL HOUSING

Shiraz
Maryam Rismanchi

BEST PRACTICE

Urban Agriculture is a wonderful synergy between a bottom-up initiative and a top-down engagement. But market forces can inhibit them through land pricing.



Coburg
Reuben Van Bommel

RESILIENCE



Local authorities in Tczew, Poland used external funding to upgrade the flood-protection infrastructure and equipment for the fire department.

Tczew
Marcin Sliwa

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ADAPTATION INTEGRATION GREEN INFRASTRUCTURE RENEWABLE RESOURCES LAND USE MANAGEMENT CLIMATE CHANGE



Solar system as an alternative energy source for the urban environment.

Green building enhancing the natural environment and promoting green city initiatives.



Pretoria
Litshani Mashawani

115

SUSTAINABLE DEVELOPMENT



Sprawl is almost the opposite of sustainability; however, the market forces keep on deciding how the cities grow.

INNOVATION

Something as simple as a public bicycle system can be innovative where motorised transportation is the norm



Quito
Cristina Gomezjurado



SUSTAINABILITY

Built a century ago to improve housing conditions of the working class and a design still highly valued by contemporaries. Reinventing planning?

Amsterdam
Teun Deuling

HIDDEN AGENDA

Why Buzzwords Need to Become 'Words'

Attend any event planning related and you may be swept up in a hurricane of platitudes and buzzwords when something planning-related is being described. This no doubt sounds nice to hear but leaves the non-planner and the decision-maker without any substantial insight into what is actually being planned. When we talk of 'sustainable', yet 'bottom-up' processes which make communities 'resilient' and 'innovative' we aren't saying anything. So what do these words actually mean?

During the ISOCARP conference, we tested the state of confusion about buzzwords by inviting the international attendees to write their definitions of words such as innovation, bottom-up and sustainability. The test was a success with an average of 5 different definitions for each of these sorts of words. People were amused but also confused; there were ready disagreements about the definition of governance and someone drew a picture of broken eggs describing a situation when people weren't resilient.

It's nice to see diversity of perspective – it gives us something to work with. But there are two sides to this. With so many views on what each buzzword means, the word's essential meaning could be lost or misunderstood. Sustainability could be about reducing our environmental impact but could also be about being profitable. Innovation typically refers to new, helpful developments in technology or processes but might not actually achieve anything (e.g. the selfie-stick).

One example might be attempts by governments to reduce funding for key infrastructure and services. This is branded as being 'bottom-up' as if we should all innovate and become our own hospital, aged-care facility or air quality monitor – filling up a space abandoned by the government. Some argue this could be problematic in issues as serious or complex as air quality and catering for an ageing population. One is left asking if the buzzword 'bottom up' describes a good situation or a questionable one and whether it is appropriate for all circumstances.

Ambiguity helps nobody, least of all the concerned citizen, and it is in the planners' interest to rise above the smog of confusion and be absolutely crystal clear on what each of these words mean. There is a certain universality to all of this. Urban planners want to be considered true professionals, so why should they be held less accountable to the sorts of words that they use than other professionals such as podiatrists or hydraulic engineers? Already there are some moves in this direction. The World Council On City Data, spearheaded by the City of Rotterdam and Delft University, is compiling a standardised list of city data. Hopefully soon, we will know what is meant by sustainability.

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