

**HOW TO REWORK THE PRODUCTIVE CITY**

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**PREPARATION PROCESS**

3 WALKSHOP / TALKSHOP THEMES:

**WHICH INNOVATIVE APPROACHES TO PLANNING ARE NEEDED TO KEEP (AND/OR TO ACHIEVE) FUTURE-PROOF MIXED CITIES?****HOW TO WORK WITH FORMALITY AND INFORMALITY IN THE CITY?****HOW TO HARNESS THE POTENTIAL OF PORT AND INDUSTRY?****OUTCOME****THE TIME HAS COME FOR URBAN PLANNING TO EMBRACE THE ISSUE OF PRODUCTIVITY IN THE CITY IN THE BROADEST MEANING OF THE CONCEPT.****OBSERVATIONS**

WE NEED TO SHIFT FROM COMPETITIVE TO COOPERATIVE URBAN PLANNING. THIS LEADS TO NEW BALANCES BETWEEN TOP-DOWN AND BOTTOM-UP, AND BETWEEN THE FORMAL AND THE INFORMAL.

A MAJOR CHALLENGE TO URBAN PLANNING IS DEALING WITH INCREASED COMPLEXITY, OF PRODUCTIVITY AND THE INCREASED NEED FOR PROXIMITY AND SYNERGIES. NEITHER CURRENT INSTRUMENTS NOR PROCESSES SUFFICIENTLY PREPARE US FOR THIS TASK.

**REFLECTIONS**

THE DEVELOPMENT OF ISSUES AND PROCESSES (I.E. SUBJECT OF CONCERN AND METHODOLOGIES) REQUIRES A RE-CALIBRATION OF VALUES: WHAT KIND OF 'PRODUCTIVITY' DO WE WANT? WHO IS 'WE'? WHAT DOES 'FUTURE-PROOF' MEAN? WHAT SHOULD A PRODUCTIVE CITY LOOK LIKE?

WHEN ARTICULATING THE OBJECTIVES TO REWORK THE PRODUCTIVE CITY, IT IS ESSENTIAL TO VALUE THE EXISTING: WHAT IS ALREADY THERE PHYSICALLY? IN TERMS OF COLLABORATION AND CONNECTIONS? IN TERMS OF POLICY, LEGAL AND FINANCIAL FRAMEWORKS?

**OBSERVATIONS**

A PRODUCTIVE CITY HAS FORMAL AND INFORMAL SYSTEMS OPERATING (IN SOME CITIES, THE INFORMAL IS VITAL AND MAKES UP THE MAJORITY OF PRODUCTIVITY).

**REFLECTIONS**

THERE IS A DANGER IN PUTTING FORMALITY AND INFORMALITY IN OPPOSITION TO EACH OTHER BECAUSE THEY ARE INTERTWINED, AND OFTEN INFORMALITY IS ALSO PART OF FORMAL ACTIVITIES.

IF INFORMAL PRACTICES ARE REGULATED, WE HAVE TO MAKE SURE SPACE IS MADE FOR INTERACTION AND PARTICIPATION. WITH THE INITIATORS OF INFORMAL PRACTICES, IT WILL HAVE TO TAKE LOCAL CONTEXT FULLY INTO ACCOUNT.

THE RULES AND REGULATION SHOULD BE GUIDED BY FUNDAMENTAL HUMAN VALUES RATHER THAN SHORT TERM MONETARY PROFITS, ORIENTED TO ENABLING (RATHER THAN RESTRICTING) PROTECTING THE WEAK AND MOBILISING COLLECTIVE ACTION.

**OBSERVATIONS**

THE DIFFERENCE IN SCALE BETWEEN THE PARCELS FOR PRODUCTIVE USE IS CHALLENGING.

THERE IS A DISCONNECTION BETWEEN CITY AND PORT

**REFLECTIONS**

SOCIETY IS ESTRANGED FROM PRODUCTIVE ACTIVITIES.

DEVELOPMENT AND PLANNING ARE SEGREGATED.

**SUMMARY**

Based on the contents of the papers, the session on 'how to rework the productive city' was further divided into three subthemes: the development of future-proof mixed cities, harnessing the potential of port and industry, and balancing the formal and informal in planning. Consequently, the Antwerp group split into three parallel walkshops (day 1)

and talkshops (day 2). The three keynote speeches as well as a concluding session allowed us to reflect on cross-overs between the subthemes.

The walkshops and talkshops enabled a critical and culturally sensitive reflection on contemporary urban conditions for

productivity, rooted in historic dependencies. A future-oriented approach to rework the productive city requires a re-evaluation of existing functional differentiations. The creation of future-proof mixed approaches should be guided by fundamental human values rather than narrow economic imperatives.

**FUTURE****A MIXED CITY IS A FUTURE PROOF CITY**

THE REWORKING OF MIXED USES AND A FUTURE-PROOF PRODUCTIVE CITY REQUIRES AN OPEN-ENDED CO-CREATIVE PROCESS THAT VALUES THE UNIQUENESS OF THE PLACE, ITS USES AND ITS VARIED USERS.

**BALANCING THE FORMAL AND INFORMAL**

SOME (BUT NOT ALL) CHANGES ARE ACCELERATING. THE FUTURE IS UNPREDICTABLE. PLANNERS SHOULD BE FUTURE ORIENTED, NOT TO DETERMINE VESTED INTERESTS, BUT TO PROMOTE, ENHANCE AND, IF NECESSARY, TO STAND UP FOR ROBUST HUMAN VALUES, TO GUIDE THEIR WORK - WHICH IS OFTEN FORGOTTEN

**HARNESSING THE POTENTIAL FOR PORT AND INDUSTRY FOR THE FUTURE CITY**

THE MULTIPLE AND CONTINUOUS RE-USE OF BROWN-FIELDS FOR PRODUCTIVE ACTIVITIES IS THE FUTURE.

RE-USE SHOULD ADD VALUE BY MAKING PHYSICAL AND MENTAL CONNECTIONS BETWEEN PORT AND CITY.

CO-PRODUCTION, MULTI-DISCIPLINARY ADAPTIVE DESIGN AND GUIDING LOCAL AUTHORITIES AND ENTERPRISES IS THE KEY.