

10 Years

Young Planners' Report

1991 - 2000

10 Years Young Planners' Report 1991 - 2000

Editor: Fernando Brandão Alves





International Society of City and Regional Planners

Association Internationale des Urbanistes

Internationale Gesellschaft der Stadt- und Regionalplaner

Asociación Internacional de Urbanistas

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COLOPHON

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10 Years Young Planners Workshop

ISBN

90-75524-25-8

Editing and Design

Fernando Brandão Alves, Portugal

Cover

ISoCaRP, The Printer

Responsibility

ISoCaRP Editorial Board 2002

(Teresa Franchini, Spain; Derek Lyddon, United Kingdom;
 Detlef Kammeier, Thailand; Judith Ryser, United Kingdom)

Production

ISoCaRP Secretariat (Gaby Kurth, Judy van Hemert)

Published by

ISoCaRP

Printed by

The Printer, Voorburg, Netherlands (2002)

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We apologize for the fact that some photos and drawings are of poor quality. Many of them are sketches which the Young Planners produced for their oral presentations.

FOREWORD

The aim of the International Society of City and Regional Planners is to bring together practising planners and designers to exchange experiences. One of the activities of ISoCaRP is to give young planners from all over the world a chance to work together in small groups on interesting planning tasks. They create their own opportunities while discovering world wide differences in planning systems, issues, concepts, resources and skills.

This Report on 10 years Young Planners gives an impression of that wonderful experience. The presented results of cases are creative, sometimes astonishing and fascinating and always enthusiastic. For a publication results and presentation are important. What this book does not show is that being together and working together as young planners from all over the world is also an exciting and life long experience. Learning from each other coming from different countries and different cultures and working on specific spatial issues on sites that in reality indeed need to be designed is something special.

International experience, exchange of ideas and skills have proven to be vital in our networking society and global economy and need for cultural identity. One has to start learning young.

We thank UNESCO¹ for their support during all these years and still continued until today. With UNESCO sponsoring young planners from all over the world have been enabled to participate.

We are grateful to the Executive Committee of 1991² that initiated the first Young Planners Programme in Mexico.

Above all we are deeply grateful to Fernando Brandão Alves, who collected and compiled the annual reports and commented on them. A true meticulous editing job.

Max van den Berg
President ISoCaRP

¹ See Acknowledgement UNESCO-MOST

² See report on 1st Young Planners' Programme, Mexico, 1991

1

INTRODUCTION

*by Fernando Brandão Alves**

The idea of organising a planning forum, sponsored by ISOCARP, for the reflection and debate of new experiences by young planners worldwide was realised in Guadalajara, Mexico at the XXVI Congress in 1991.

The idea was proposed once again the following year (XXVII ISOCARP Congress) in Cordoba, Spain. Since then, the initiative has deservedly received the support of the directors and members of ISOCARP.

Naturally, the concept was widely perceived as innovative. It provides a unique opportunity for uniting young professionals and students for the international exchange of technical and scientific, as well as social and humanitarian works by those who participate in the Young Planners Workshops.

My personal experience as a young planner and participant of the workshops and subsequently as coordinator of the same has blessed me with life long friendships that I cherish dearly.

Moreover, it was the high regard for ISOCARP that enlightened me two years ago at the XXXV Congress (Cancún, Mexico, 2000) to the possibility of producing an account of our workshop activity for the ten years following its founding — the **TEN YEARS YOUNG PLANNERS REPORT**.

This modest edition, now complete, will share the fruits of our workshop activity internationally, as well as encourage other young professionals to do the same through the workshops sponsored by ISOCARP.

This work, however, would not have been possible without the help of all those who supported this initiative and who, above all, have contributed to its development. I am sincerely grateful to the workshop Young Planners participants, directors and members of ISOCARP, and especially the founders and coordinators of the Young Planners Group, namely Professor Serge Domicelj, the Past-Presidents, Prof. Max van den Berg (President), Judy van Hemert (Executive Director), Ulla Hoyer and Estefanía Chávez de Ortega.

* ISoCaRP VICE-PRESIDENT

2

*ISoCaRP IN A FEW WORDS***Introduction**

The International Society of City and Regional Planners (ISoCaRP) is a global association of professional planners. It was founded in 1965 with the object of bringing together recognised and highly qualified individual planners in an international network. ISoCaRP is a Non-Governmental organisation officially recognised by the UN, UNESCO and the Council of Europe.

Objectives

- improvement of planning practice through the creation of a platform for the exchange between planners from different countries;
- promotion of the planning profession in all its aspects, notably from the point of view of its identity, the services it can render and the conditions required for it to function;
- promotion of planning research;
- improvement (in theory and practice) of planning education and training;
- provision of information and advice on major planning issues.

Activities

- annual congress dealing with a topical planning theme;
- seminars, conferences, exhibitions and study tours;
- publication of congress reports, seminar reports and case studies;
- workshops and competitions especially for Young planners;

- publication of up to date comparative material on planning policies, methods, legislation, etc. on every country, whether represented in the Society or not;
- representation at major international events concerned with planning;
- evaluation of developments and trends in planning practice.

Organisation

The **General Assembly**, which consists of all members, directs the work of the Society, decides on the Constitution and controls the Administration.

The **Council** of ISoCaRP consists of the members of the National Delegations, the members of the Executive Committee and former Presidents.

The **Bureau** is composed of the heads of the National Delegations (or their deputies) together with the members of the Executive Committee.

The **Executive Committee** supervises the management of the Society. It is formed by the President, and for one year each the Past President and the President Elect, up to 9 Vice Presidents from different countries and the Secretary General.

Admission of members

Planners wishing to join the Society should apply for membership to the National Delegation of their country – if there is such a delegation – or directly to the Secretariat, sending a short CV with a request for admission.

Conditions for admission and the qualifications required – experience, creativity, work accomplished, publications, professional conduct – are laid down in the Articles of Association.

3

REPORTS - 10 YOUNG PLANNERS WORKSHOPS

3.1

CANCUN, MEXICO

10th Young Planners' Programme

Cancun, Mexico

4 – 6 September 2000



PEOPLE'S EMPOWERMENT IN PLANNING

Citizens as actors in managing their Habitat.

3.1.1

REPORT BY THE YOUNG PLANNERS' COORDINATOR

Introduction

Once again I had the stimulating opportunity to deal during almost five days with young planners from different parts of the World, co-ordinating their involvement in this Young Planners' WORKSHOP under the theme of the XXXVI International Congress of ISoCaRP "People's Empowerment in Planning: Citizens as Actors in Managing their Habitat".

For the 10th time a small group of Young Planners was selected to work on a specific subject.

The Young Planners Group

Thirteen young planners were selected to this Workshop:

Amit Prothi (USA)
 Annemarie Loots (South Africa)
 Andile Skosana (South Africa)
 Bruno Marques (Portugal)
 Elsona van Huyssteen (South Africa)
 Engela Meyer (South Africa)
 Itaru Yoshie (Japan)
 Jorge Canaz Lopes (Mexico)
 Maria Bazán Lopes (Argentina/NL)
 Maria Perez Rincón (Mexico)
 Marilyn Regino (Philippines/Germany)
 Samantha Braid (South Africa)
 Shipra Narang (India).

About the Role of the Young Planners' Coordinators.

Scientific contents and demands were developed by both Coordinators – Prof Fernando Brandão Alves appointed by

the Executive Committee of ISoCaRP, and *Arch. Jean Luca Tofaneli* from Buenito Juarez Municipality.

Their role consists also in helping and guiding the discussions of the working groups and in the rehearsal of the presentation of the Congress Audience. However, the Coordinators should give Young Planners working scenery where they may have all freedom and space to develop their own ideas and discussions with their colleagues.

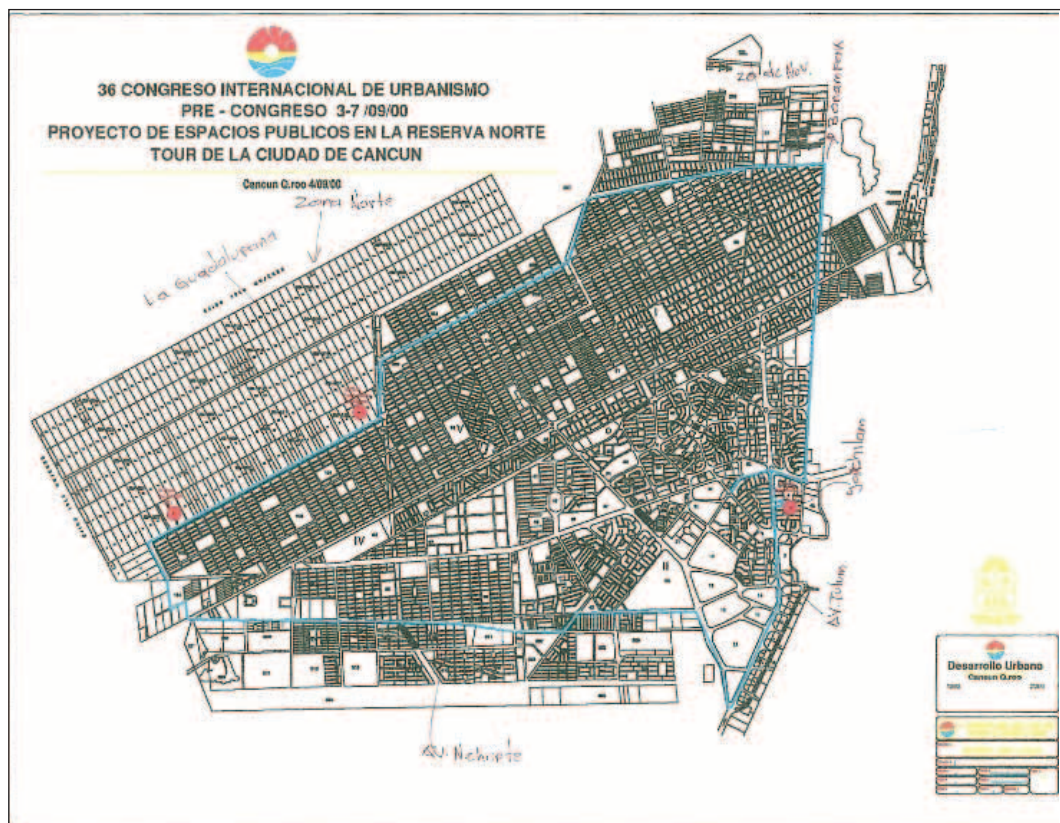
The Teams

Two teams were created in order to manage and cover the study area – in this way, the study-area was divided in two sub-centres, which means each group had to deal with one of the sub-centres and its complexities.

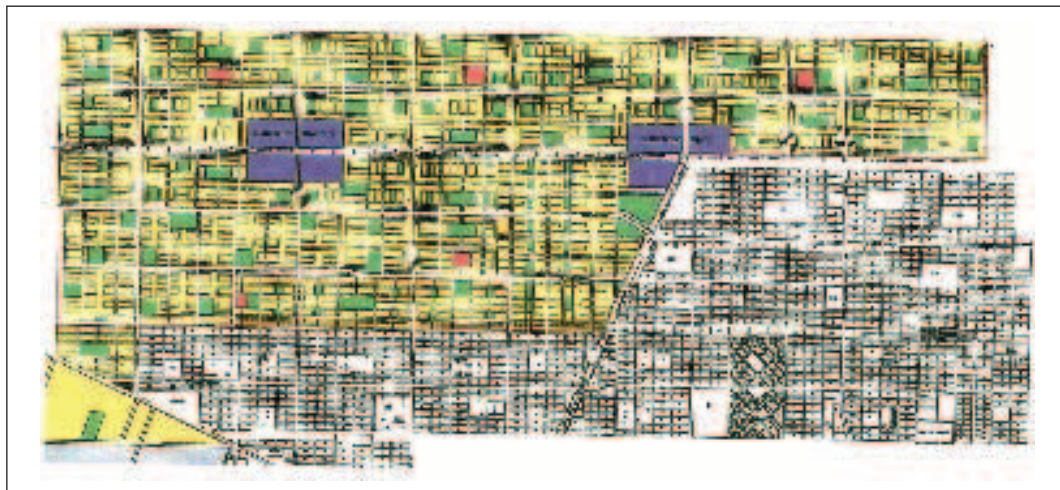
The Scope. Realities and Key Issues

Further information was shared by local technicians and the coordinator *Jean Luca* (from the Municipality); in this way, Young Planners could view and assimilate the study area in a broader development reality and the selection and identification of key issues and different scales and complexities. (see Maps 1 and 2).

MAP 1



MAP 2



Scientific contents and demands

A. Principles and Concepts

Object:

"New spreading areas for housing conceptual proposals for the development of proposed Sub-Centres in Northern Reserve, Cancun, Mexico".

In order to take and sustain the Young Planners' proposals some principles were a very important presence in the workshop since the very first moment.

- a) Cancun, being a new city, but also its relation to old memories and cultures – thus Young Planners had to think about innovative alternatives for the study areas which could stimulate new behaviours of people through their art and activities;
- b) The possibility of people helping to build their city, which also means new places for safety activities and meetings, laser amusement cross-

ing cultures, where local people and tourists together may take their own advantages in these (new) popular places;

- c) Sustainability of the city and of the area;
- d) Identity and values - creating an identity in these new spreading areas, where people might be proud to relate to tourists and other Mexican visitors;
- e) New ideas and components for the urban proposals; linked to new human scales and dimensions, values and different urban components; also the feeling that public urban spaces should not be forgotten;
- f) Finally, working towards new and compared concepts.

F. Brandão Alves

Several Facilities in Urban Sub-Centres (Regional Level)

Subsystem Element	Subcentre I - area m ²	Subcentre II - area m ²
<i>Education</i>		
Primary schools	20.000	20.000
<i>Public Assistance</i>		
Public open space		2.000
Cemetery		15.000
<i>Public Administration</i>		
Municipal Council Chambers	3.000	2.500
Civic Court of Justice	1.500	
<i>Cultural Equipment and Places of Worship</i>		
Local Library	3.000	
Theatre	8.000	
Museum of Education	3.000	
House of Culture	6.000	
Temples	10.000	
<i>Recreation / Leisure</i>		
Civic plazas	5.000	5.000
Cinema	3.600	
Urban Park	60.000	90.000
Sports		
Pavilions	30.00	30.000
Sportive unity		25.000
Gymnasium		10.000

Subsystem Element	Subcentre I - area m ²	Subcentre II - area m ²
Health		
Consulter clinic	500	
Clinic		10.000
Commerce		
Public market	10.000	
Self-service	10.000	10.000
Supplies		
Basic unity of supplies		10.000
Communications		
Mail station, public phone station, telegraph offices	2.500	2.500
Transports		
Taxi-station	500	500
Bus-station	2.000	5.000
Urban public services		
Police-station	1.500	
Petrol station	2.000	2.000
Fire brigade premises		2.900
Power station	10.000	10.000
Central water pumping station	2.500	2.500
Water reservoir	2.500	2.500
TOTAL PER URBAN SUB-CENTRE	197.100	257.400
TOTAL AREA - Ha 45.45		

Day 1**Report day by day (summary)****4 Sep. 2000**

- Site visit;
- General presentation of the study area by *Santy* (architect from Buenito Juarez Municipality);
- Further information (see next Figure) presented by *Jean Luca* (architect from Buenito Juarez Municipality);
- Discussion + debate over: *Strategy / How to approach project*.

Site visit to the study area called:

“La Guadalupana” – new low and middle-income development in Northern Reserve.

- Drive through the older parts of the city towards North Reserve; brief history and context provided by *Santy*;
- At La Guadalupana the developer explains the scope of the development as well as his company's involvement and some design details;
- The group got to see the three alternate types of houses provided in the development;
- The group was also shown the building techniques used in the development.

Presentation by Santy at Workshop venue

- Santy introduced the group to Cancun by explaining the history of the city and placing it in the regional context;
- She provided statistics and gave an indication of the dominant trends in Cancun and the region;
- The position and perspective of the local municipality was also explained;
- Discussion over some issues began.

Further information sharing led by Jean Luca

- Continuing from where Santy left off, Jean Luca proceeded to give a more in-depth presentation of Cancun's new Planning Department's position;
- The 1993 General Plan was explained and he gave us more insight into the technical and legal aspects of the development of the Northern Reserve;
- Jean Luca also introduced the project for this Young Planner's Workshop.

Discussion and Debate over Project

- Discussion followed as the group tried to find clarification of certain aspects of the project leading to a debate over the purpose of the exercise;
- It was agreed that the project would serve as a guide for members of the municipality by incorporating all criticisms and shortcomings of the municipality's progress thus far. Further, the project would focus on the Northern Reserve as a whole with special attention given to providing workable alternatives for the two sub-centres;
- No agreement was reached as to the make-up of the project teams.

Day 2

5 Sep. 2000

- Powerpoint Presentation by Santy (from Buenito Juarez Municipality);
- Group breaks up into project teams;
- Project teams continue with task at hand;
- Project teams report back to each other about progress thus far.

Powerpoint presentation by Santy

- The group was shown the Powerpoint presentation on which yesterday's session was based;
- Several documents for use during the project were provided;

These include:

- The legal and Institutional Framework of Human Settlement in Mexico;
- Basic Concepts in Mexican Law;

- Northern Reserve Urban Development (Partial Programme).

Group breaks up into project teams:

- People moved into two groups as two members were absent and this was the most convenient solution;

- The project teams set off with the work under the guidance of the Coordinator Fernando Brandão Alves and Municipality members.

Work in the teams**Team reports about Day Results**

- Brandão Alves stimulated the teams to conclude the day by presenting to each other what they had developed;
- This was then an opportunity to begin some discussion between the teams.

Day 3**6 Sep. 2000**

- Early morning meetings;
- Working towards completed concepts. The coordinator Fernando Brandão Alves gave some discussion points to try so that groups could reach their own principles and theoretical concepts which could justify positions and proposals;
- Finishing touches and preparing for presentation.

Early morning meetings

- Each project team took time this morning to summarize what they did yesterday and to gather their thoughts on what had to be done today.

Working towards complete concepts

- The morning session at the venue was predominantly to give all the ideas of the day before clear shape and to fit them into a coherent concept and approach to each of the new sub-centre developments.

Finishing touch... Specific supervision of the coordinator on material, its nature, and graphic quality.

- Much of the afternoon was spent reworking and refining the proposals;
- By the end of the session both teams were preparing material for the presentation on 7 September.

Day 4

Final working day

7 Sep. 2000

Both Teams presented their results in the Opening Plenary Session to the main Congress Audience.

All Young Planners participated after that to all main Congress workshops.

* **Special thanks** to the Young Planner *Andile Skosana* (from South Africa) who gave fruitful help to this 2nd Part of Cancun Report (The *Day by Day* report).

3.1.2

GROUP 1

Group 1

Project:

Conceptual Design
Proposals for the
Development of
Proposed Sub-Centre 2
(Sub Centro 2),
Northern Reserve,
Cancun, Mexico

Participants:

Annemarie Loots,
South Africa

Engela Meyer,
South Africa

Amit Prothi,
India/USA

AndileSkosana,
South Africa

Elsana van Huyssteen,
South Africa

Itaru Yoshi,
Japan

INTRODUCTION

The establishment of the City of Cancun goes back to 1969 when Infratur³ commissioned several studies in the area, which resulted in President Luis Echeverría issuing a decree (published in the Official Federation Gazette on August 10, 1971) recognizing Cancun and its surroundings as places suitable for tourism development, housing, planning and related activities. The Municipality of Benito Juárez, the authority under which the Cancun falls, is located in the State of Quintana Roo on the east coast of Mexico. Since its inception, the City has observed significant growth.

The focus of tourism development was to take advantage of the Caribbean blue seas that border the Yucatan Peninsula. As a result, today the area caters for around two million annual visitors. Tourism has become one of the most important economic generators in the region and Cancun has seen large movements of migrants coming to work in its hotels and other tourism related industries.

Urban planning in Mexico is guided by the *General Law on Human Settlements*, 1993. The said law defines urban development as the process of

planning and regulating the foundation, conservation, improvement and growth of population centres.

Amongst others, it determines that:

greater powers be assigned to municipalities;

and citizen participation should be integrated with the formulation, modification, implementation, evaluation and monitoring of urban development Programmes.

In February 2000, Cancun adopted the Urban Development Programme (UDP) that was drafted based on the *General Law on Human Settlements*. The UDP clearly indicates that the municipality anticipated significant growth, and planned accordingly.

Early in its planning exercise, it established two areas (known as the Northern Reserve and the Southern Reserve) intended to provide housing for the growing population.

However, in the past few years, the Southern Reserve has been developed to near capacity resulting in significant development pressure on the Northern Reserve. As part of the UDP, the City has established a framework for development for the Northern Reserve. By 2010, a total of 272 500 inhabitants are anticipated to live in 1,090 hectares comprising the reserve. In addition to housing, the City has established two sub-centres where it envisions service functions and facilities.

³ A Mexican organization dedicated to identifying appropriate places for tourism development, now called FONATUR.

Given the speed at which development is moving ahead, the City anticipates that these sub-centres will become active parts of the community before the end of the next decade. The scope then for this project was to provide physical layouts and test the development Programme that the City had established for these sub-centres. Our team focused on Sub-Centre 2, essentially with an awareness that the City was looking for developmental ideas and design concepts which recognised the pressures of growth, yet had the ability to evolve as the surrounding community grew.

APPROACH OF THE PROJECT TEAM

In the (by now) established tradition of the Young Planners Workshops, our multi-skilled and multi-cultural team kicked off our work with a lot of enthusiasm and eagerness. However, very soon we realised that (as it goes at the start of most planning projects) the first challenge was to deal with perceptions, pre-conceived ideas and communication within the project team itself and between the project team and the client. We thus (after a bumpy start and a lot of deliberation of what we want to do, what we think we should do, what we could do, what we want to give comments about and what we had opinions about) decided to make it even more complicated by facing a **REAL SITUATION!**

The approach followed by this project team thus is based on the following decisions:

given the background of the project

and the specific needs of our client (and in this instance also host) – work with the project brief as set out by the Municipality of Benito Juárez;

develop proposals that are creative, but also implementable and realistic within the legal and institutional constraints faced by the local municipality and planners (including the existing UDP, land management system and bounding participation and decision-making procedures);

in the spirit of the Young Planners Workshop (and most other planning projects) face the challenge of limited access to information and technology and other logistical constraints; and value the local experience and knowledge (of the planners and the people of Cancún) and be sensitive towards their unique situation, local political circumstances and lives in which they were so generous of letting us have a ‘furtive glance’ of and a learning experience in.

GENERAL AIMS OF THE PROJECT

In line with the conference title of “People’s Empowerment in Planning: Citizens as Actors in Managing their Habitat” we obviously, in the context of our agreed approach, had to seriously consider how the planning process and proposals would contribute to empowerment of people in planning. The challenge in Cancún and in our project specifically was, however, to do this while taking into account:

that participation of the local community has taken place (even though to our and the local planners’ opinion in a limited and less than ideal way);

that the approval of the Urban

Development Programme for Cancún has taken place through a process of public consultation;

the restrictions imposed by the current legal procedures to accommodate public participation; and

the local sensitivity regarding land ownership and development.

The project team thus tried to come up with development and design processes and proposals that would contribute to the empowerment of people in the planning of the sub-centre, through:

ensuring compatibility with consultation that have taken place;

providing for empowerment and participation in creative ways, within the context of legal and local realities; and

realising that empowering people is not only about enabling them to partake in 'talking and deciding about their city' but by enabling them to share in the economic and social opportunities offered and partake in the developing, but also functioning and management of their habitats.

Within this context and taking into account the background to the project (i.e. proposals for the development and design of Sub-Centre 2), the general aims of the project, have thus been identified as the following:

Address the *expressed* needs and problems of the local community in the surrounding area in terms of services and facilities;

Spatially integrate the sub-centre to other parts of the city to contribute to sustainability, efficiency and equality;

Empower the surrounding local community in terms of opportunities

and access to services that will enliven their lives;

Strengthen and integrate the local economy by promoting a diverse range of economic activities; and

Explore and enhance existing strengths and opportunities of Cancún and the site specifically.

CURRENT REALITIES AND KEY ISSUES

Before proposals are made for the development of Sub-Centre 2, it is important to view the project and the project area in a broader developmental context. Therefore the current realities were analysed and key issues identified on the regional, sub-regional and local (site) scales.

Physical characteristics of the area will evidently play a major part in the proposed development of Sub-Centre 2. The underground water resources could be capitalised on, while the threat of hurricanes might impede development. However, the most crucial structural obstacle to address is the physical segregation of Cancún. This physical segregation also has significant social and economic implications.

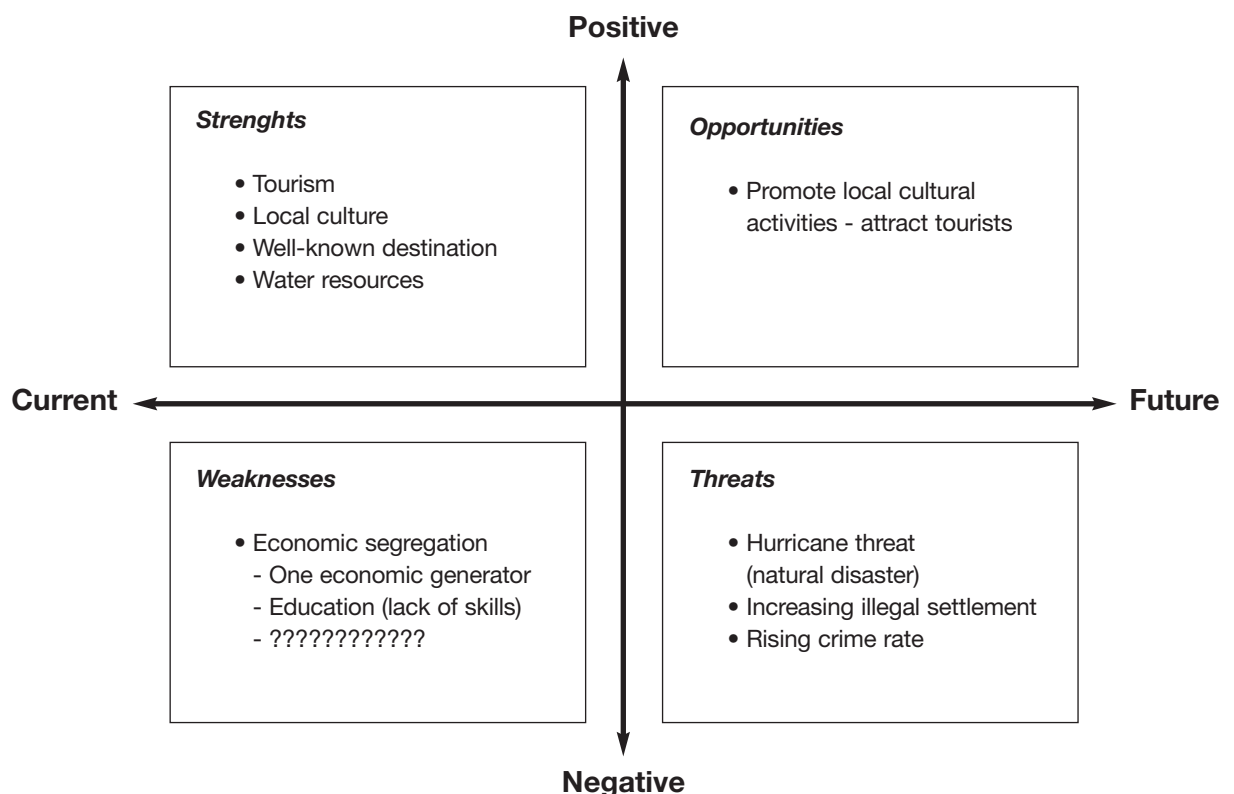
As mentioned earlier, the city is a well-known tourist destination. However, most tourists stay within the Hotel Zone where they have access to the ocean and water-related activities. The creation of new sub-centres provides an opportunity to provide alternative attractions that might bring tourists into the city itself.

The local Mexican culture that is found

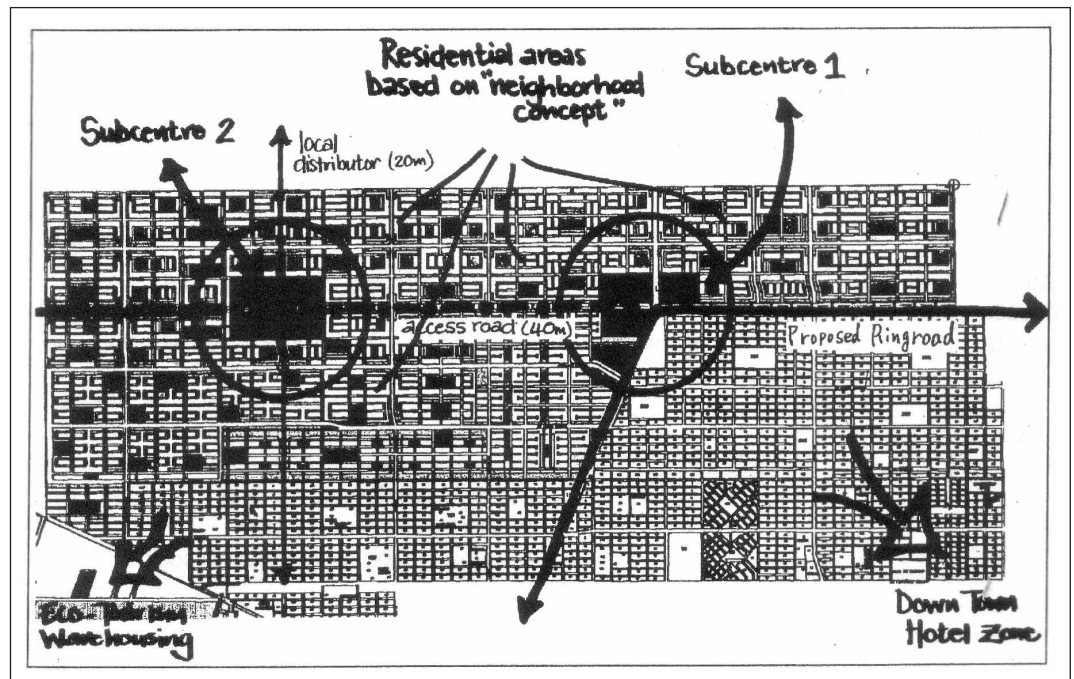
in the city of Cancún should be nurtured and subsequently promoted in order to provide the international tourist with an alternative to the commercialised Hotel Zone. This provides a means to address the economic segregation in the area. However, the economic deprivation of these areas of Cancún cannot be ascribed to the physical segregation alone. The economy of the city is based on one generator, tourism, and because of the fickle nature of this activity, the future of the city's economy may be vulnerable.

Related to this need for diversification in the economy might be a lack of education and training opportunities to broaden the skills-base of workers in the area.

Other threats in the area include the growth of informal settlement and the rising crime rate. The current reality was analysed in terms of Strengths, Weaknesses, Opportunities and Threats, which are depicted in the diagram below



SITE ANALYSIS/ scheme



Similar to most other parts of the city, the Northern Reserve is laid out as a grid. This affects the configuration of Sub-Centre 2, which will be rectangular in shape and will be bound by a system of neighbourhood streets aligned in the north-south or east-west direction.

Residences will comprise the predominant land use in the surrounding area. An arterial road, in the east-west direction, is proposed through the middle of the sub-centre. This road will provide easy access to and from the sub-centre to other parts of the city including the proposed Sub-Centre 1.

However, this highway also creates a barrier that splits Sub-Centre 2 into two portions, a northern half and a southern half.

DESIGN OBJECTIVES

In order to come up with development proposals for the sub-centre, within the reality of the constraints and legislative context the local municipality is facing, a set of design objectives were formulated. These design objectives give guidance to ensure the physical manifestation and alignment of the development and design proposals with the sub-regional and local contextual analysis and aims of the project. The design objectives are set out in order to illustrate what must be achieved, how this can be achieved and through which specific proposals it will be achieved in the design.

WHAT?**Integration into the urban and social fabric****HOW?****THROUGH...**

- Permeability
- Linkages
- Diversity

- System of nodes
- Interfaces
- Green system
- Access
- Link activities
- Make places

Create a heart of activity and opportunities

- Access to services
- Creating a range of opportunities for local community
- Appropriate amenities
- Urban square
- Multiple use of space
- Local activities – “Tiangvis”

Creation and reinforcement of ethnic identity

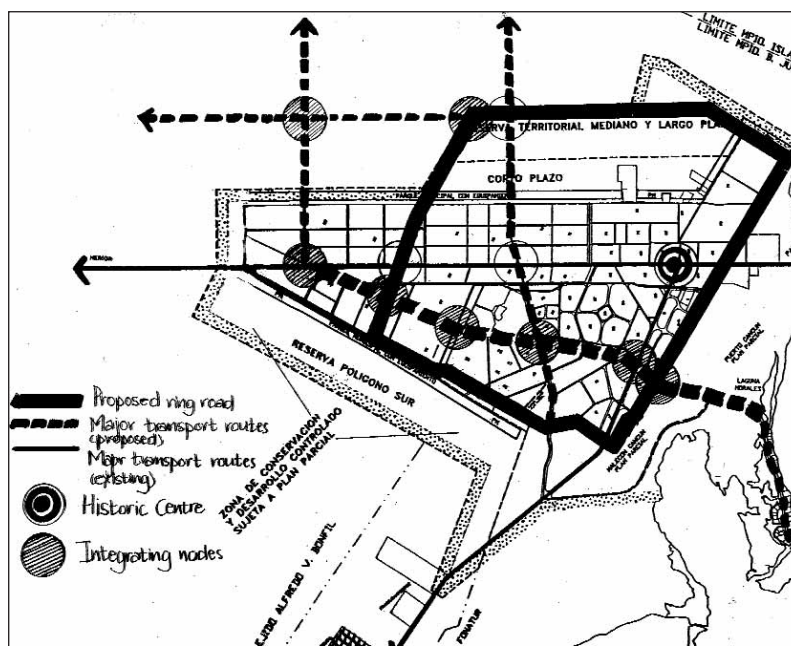
- Place belonging to the people
- Place of cultural and symbolic value
- Recognisable cultural symbols and forms
- Complements and incorporates the ecology
- ‘Zocalo’ - important square
- Breaking the monotony
- Sense of surprise
- Local building forms and typology
- Vernacular architecture
- Legible high quality public spaces

Alternative tourist destination

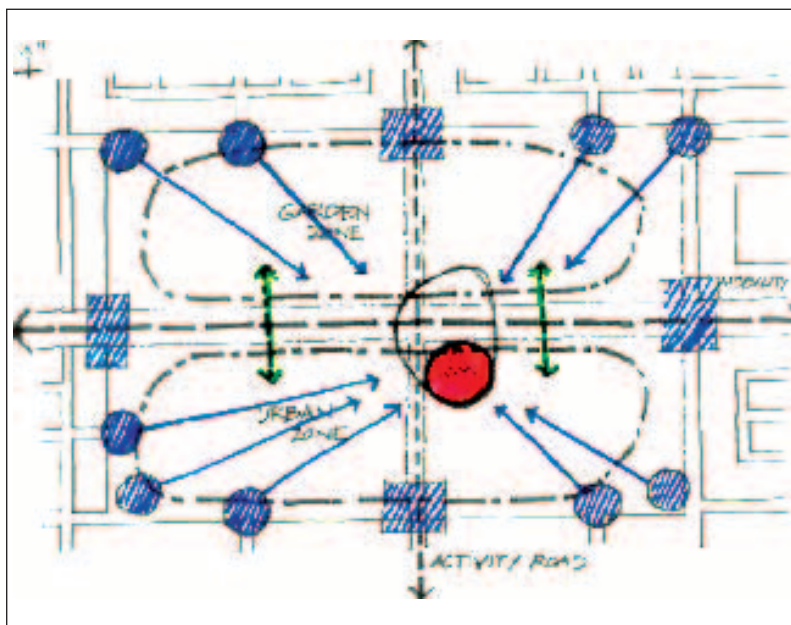
- Access
- High quality services
- Vibrancy
- Social and cultural interface
- Good linkage with hotel zone - public transport
- Good amenities
- Legible high quality public spaces

DESIGN CONCEPT – AN URBAN OASIS

Being an unintegrated city, weak legible linkages between the Hotel Zone and the old town exist. On the other hand, significant effort is taken to create a high quality environment in the Hotel Zone, whilst similar effort seems to be missing in the design of the new residential areas. The design concept should address this deficiency of linkages and discrepancy of design. For this purpose, a dual scale concept is proposed, spilling around the central idea to create an urban oasis within the Northern Zone.



On a citywide scale, it is proposed that a series of integrating nodes be established from the Hotel Zone, along the main arterial, with Sub-Centre 2 forming the major node and destination point in the north. These nodes should be legible within the urban fabric. Urban spaces with strong spatial definition, well-designed elements and vibrant activities within these spaces should contribute to this. If water as design element is used as focal points in these integrating nodes, but also in a linear form along the route, the legibility and attractiveness of the linkage will be strengthened.

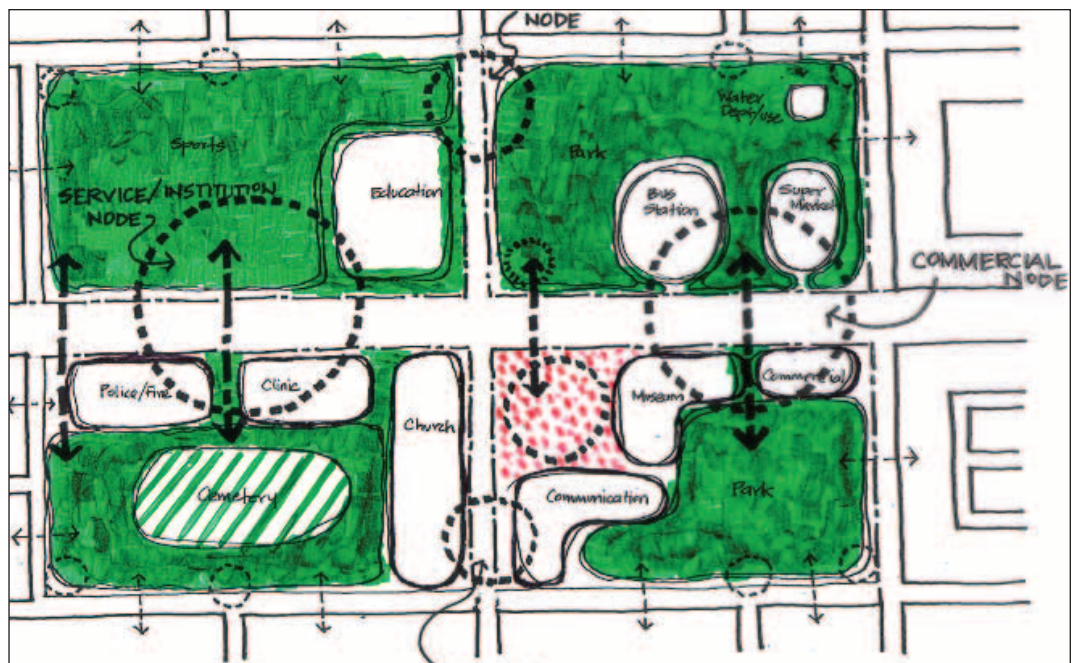


On a precinct scale, an urban heart for the sub-centre should be created through the establishment of a Zocalo. A Zocalo is a square that is traditionally found in Mexican cities. It is used as a flexible space for open-air activities. The proposed high order road ('mobility route') further physically divides the site. Building on this separation, the creation of two zones is proposed, namely an urban zone and a garden zone. The concept of an urban oasis should be strengthened by making use of plenty of water and green open spaces linking urban elements and integrating activities. Open space and

water should consequently be used to establish 'green' and 'blue' systems connecting the two zones, the elements and the activities.

DEVELOPMENT PROPOSAL

Based on the concept as illustrated and the municipality's requirements for services to be accommodated in the sub-centre, the proposed development is illustrated in the following diagram



This diagram contains a few key design elements, namely character zones, form giving elements and functional nodes.

Character zones:

Urban zone identifies the southern part of the sub-centre that should be developed with uses that can provide a strong urban character and help define the Zocalo. Typical uses include the church, communications building and museum. Buildings in this zone

should establish strongly defined spaces. Urban spaces should be mostly squares with hard surfaces, but softened through individual landscaping elements.

Garden zone identifies the northern part of the sub-centre that should be developed with uses that can provide a garden character. Typical uses include sports facilities, parks and water-related functions.

Buildings in this zone should be established as pavilions standing within a park landscape. Vegetation should define spaces and open areas should mainly have soft surfaces. Even parking lots should be developed with grass blocks with a strong presence of lush landscaping to create a park-like character.

Form giving elements:

- *Gateways* should be established at the entrances into the sub-centre where the external roads connect with the site. Gateway elements should be highly visible, providing a distinct entrance point into the heart of the area. The usage of water as a design element and focal point is proposed and should provide the starting point for the 'green' and 'blue' systems running through the site and terminating in the Zocalo;
- *Mobility route* defines the road running east-west through the site. The northern side of the road will convey a garden character, whilst the southern part will convey an urban character. Although the road will function mainly as an east-west vehicular linkage, it should also be made pedestrian friendly. Sidewalks should provide for safe walking and cycling and adequate linkages should be provided over the road between the garden zone and the character zone. The median on which large electricity pylons are located, should be landscaped;
- *Activity route* defines the road running north-south through the site. The southern part will convey a strong urban character on both sides of the road, while the northern part will convey a garden character on both sides. The road will function mainly as an internal road with pedestrian related activities bordering it on the sides;
- *Pedestrian routes* define the network

of paths for pedestrians and cyclists crossing the site. These paths should form the 'green' system establishing linear spaces from the gateways to the Zocalo. The water as 'blue' system should provide direction and movement in the linear space. A continuation of these systems over the main roads (mobility and activity routes) is critical (water could even flow in grooves over the road). The pedestrian network will structure movement and activities on the site, whilst the linear green open spaces and water elements could provide the glue that can tie the different elements of the sub-centre together.

- *Zocalo* is considered to be the heart of the sub-centre and should be established through space-defining buildings. It should have a focal point, (preferably a water element) as confluence point for the 'green' and 'blue' systems starting at the gateways and flowing towards the Zocalo in the centre. Water could even be used on hard surfaces by providing deep grooves between stones through which water could flow.

Functional nodes:

- *The Green node* at the northern end can help to establish a connection to the north by bringing the open land to the north of the Northern Reserve into the sub-centre;
- *The Service/Institutional node* towards the west will be one of the first to be developed and will help establish a neighbourhood anchor for residential development which is likely to grow

from the southeast. This will also help to draw people across the Zocalo;

- The *Cultural node* to the south will provide access for tourists from the south and will connect to other tourist activities through the integrating nodes up to the Hotel Zone. Marketing of this node can be tied at a citywide tourism plan;
- The *Commercial node* to the east emphasises a commercial connection that will be established, since the

proposed highway will connect the sub-centre to Sub-Centre 1 and other parts of the city. This linkage is likely to develop as a commercial corridor.

DEVELOPMENT MANAGEMENT APPROACH

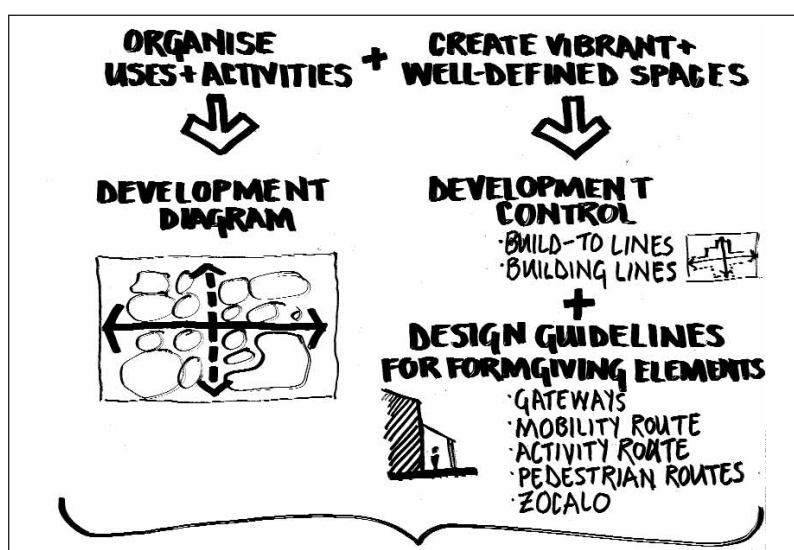
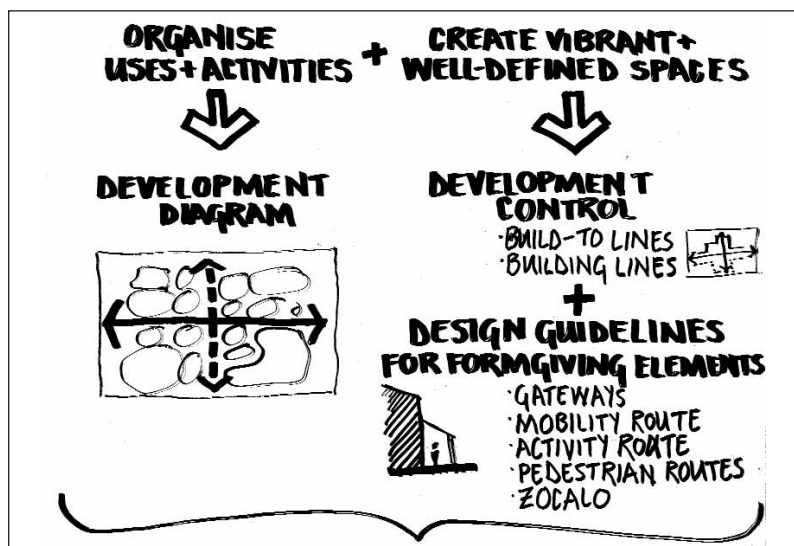
Instead of providing a detail design, a two-pronged approach to create an acceptable urban form is proposed. The approach is based on the following objectives for the development of the sub-centre:

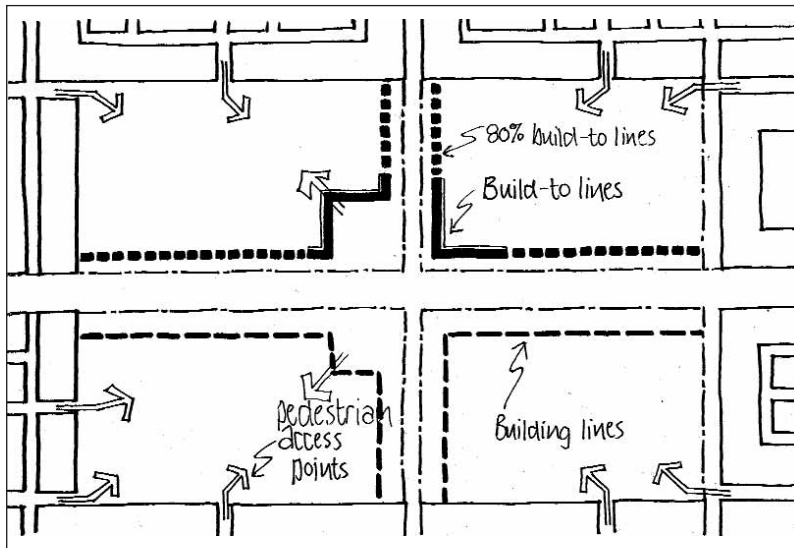
- To organise uses and activities; and
- To create vibrant and well-defined spaces.

The development diagram is proposed as management tool to organise uses and activities. To create vibrant and well-defined spaces, development control mechanisms and design guidelines for form giving elements are proposed.

Development control mechanisms include aspects such as building height, and coverage. A critical development control mechanism to create an acceptable urban form is building lines and build-to lines. To create well-defined spaces in the urban zone, build-to lines are proposed.

The full length of the Zocalo should be built up, whilst at least 80% of the activity route through the urban zone and the side of the mobility route fronting onto the urban zone, should be covered by buildings. Where gaps between buildings occur, trees should

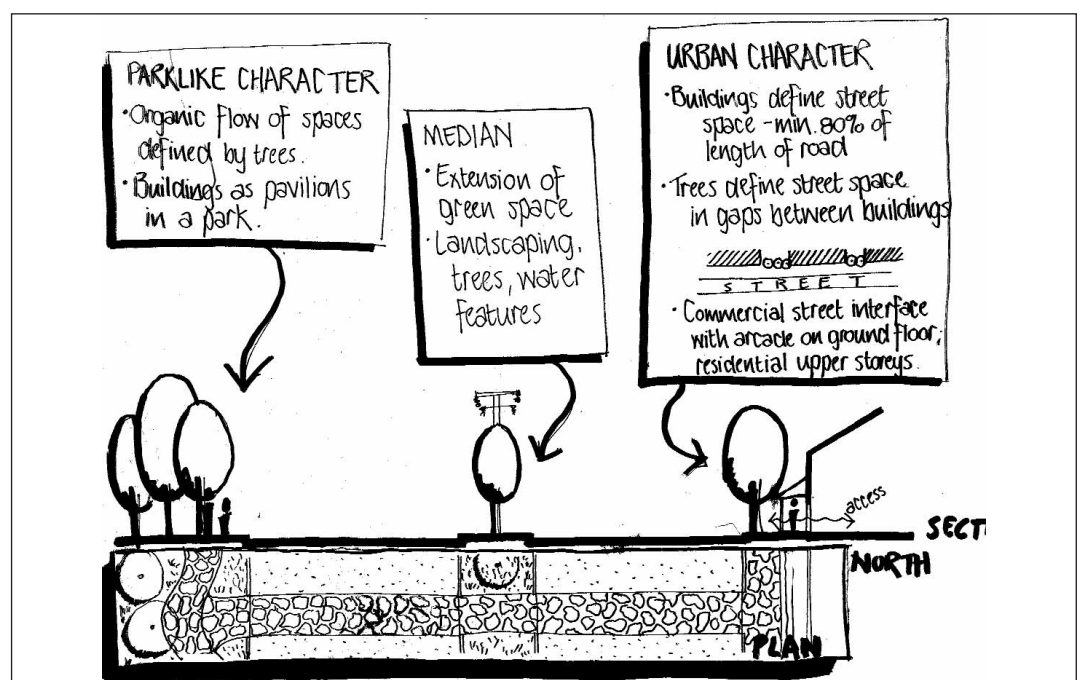




provide for a continuity of the line. The garden zone should have building lines to prevent buildings to be located too close to the roads and thus influence the garden character to be established. A landscaped space opposite the Zocalo on the northern side of the mobility route should be defined by trees to balance the urban space to the south.

Design guidelines for form giving elements should further contribute to the establishment of an acceptable urban form. An example of concept guidelines for the mobility route is herewith provided. In order to establish a complete set of guidelines for each of the form giving elements: the following guidelines should be defined:

- *Interface guidelines* to address the transition area between internal and external space (e.g. ground floor uses to create activity in the space, transparency of the facade);
- *Architectural guidelines* to address the establishment of an appropriate architectural style and character for buildings in the sub-centre;
- *Site development guidelines* to address issues such as parking, services, deliveries; and
- *Site development guidelines* to address the type of vegetation and landscaping details to be used in order to create a coherent character.



IMPLEMENTATION

An approach for implementation should be based on the objective to provide an urban heart from the start. The growth of Sub-Centre 2 should thus be phased to grow simultaneously with the housing development that will surround it.

With regard to the *function* of Sub-Centre 2, the following are of importance:

- Simultaneous job creation with implementation should take place. For this, a job creation programme should be launched.
- Prevent island development by linking the residential areas on the outer boundaries of the sub-centre with the heart.
- Establish most important services first to provide for real needs and to draw people to the area.

With regard to the *urban form* of Sub-Centre 2, the following are of importance:

- Establish the Zocalo as soon as possible. Of specific importance is to create a space as urban heart from the start. This space could be defined by trees at first but should evolve into the Zocalo, growing more urban in character over time.
- Incrementally develop the green/blue system. From the inception of Sub-Centre 2, this system should provide safe and attractive linkages from the residential area towards the urban heart. The idea of an urban oasis should be created even before any buildings are erected.

Lastly, a process for public participation in the design of public spaces should be established. Design charettes could be used with great effect.

CONCLUSION

The development of the Northern Reserve will take place in the near future and will address the current housing problem. However, the development pressure on Cancún resulting from the influx of people into the area and the possible vulnerability of the tourism industry will remain.

Therefore the proposals for the establishment of Sub-Centre 2 is not only an attempt to respond to the immediate needs of the surrounding area and its inhabitants, but is also aimed at initiating uses and functions and providing services that may contribute to the long-term sustainability of the greater Cancún area.

Cancún may experience some problems and might be under pressure to provide for the needs of a growing population, but the successes of the past, a well-established and sound planning system and the willingness and enthusiasm of the local people and the local authority confirm the potential of the area to deal with the difficulties in a sustainable manner.

In our deliberations and actions to come up with these proposals for Sub-Centre 2, we as a group gained insight into the challenges faced by people/planners in other parts of the world.

We came to realise that there are striking similarities in the type of problems, but also very contextual constraints. There are, however, numerous ways to approach a situation like this one and maybe various options that might provide solutions to the problems faced by the Municipality of Benito Juárez.

Our proposals have been informed by our own experiences in our respective countries of origin and we hope that we could thereby provide a stimulating perspective on the challenging situation in Cancún.

3.1.3

GROUP 2

Group 2

Project:

Conceptual Design

Proposals for the
Development
of
Sub-Centre1,
Cancún,
Mexico

Participants:

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Philippines/
Germany;

Samantha Braid,
South Africa;

Shipra Narang,
Pakistan

BACKGROUND

- Cancún is a town planned and developed for tourism, which forms the backbone of the city economy.
- Traditional growth of Cancún was ORGANIC.
- Subsequently, urban planning in Cancún took a “grid-iron” pattern, which has continued.
- Proposed plan for northern Reserve also follows the same gridiron pattern.

KEY CONCERNS

- The city of Cancún is based on a single economic activity - Tourism... such cities can be fragile systems
- The hotel zone is presently entirely divorced from the “other” parts of the city
- The northern Reserve must not become simply an appendage to the existing city area.
- This Reserve and its inhabitants - the people of Cancún - must be integrated physically, socio-economically and culturally with the rest of the city.

GOAL

- To develop Cancún in holistic and sustainable manner, integrated and in harmony with the development goals of the entire region.

OBJECTIVES

- To explore sustainable economic alternatives, for Cancún and the sur-

rounding areas, taking into account the existing local resources.

- To develop the Northern Reserve so as to integrate it socio-economically, physically and culturally with the rest of the city, both the people and the urban structure.
- To suggest measures for enhancing capacity of Benito Juárez Municipality to make planning and development more inclusive and responsive to the real needs of the local people.

STRATEGIES

• Level 1: Municipal + surrounding area

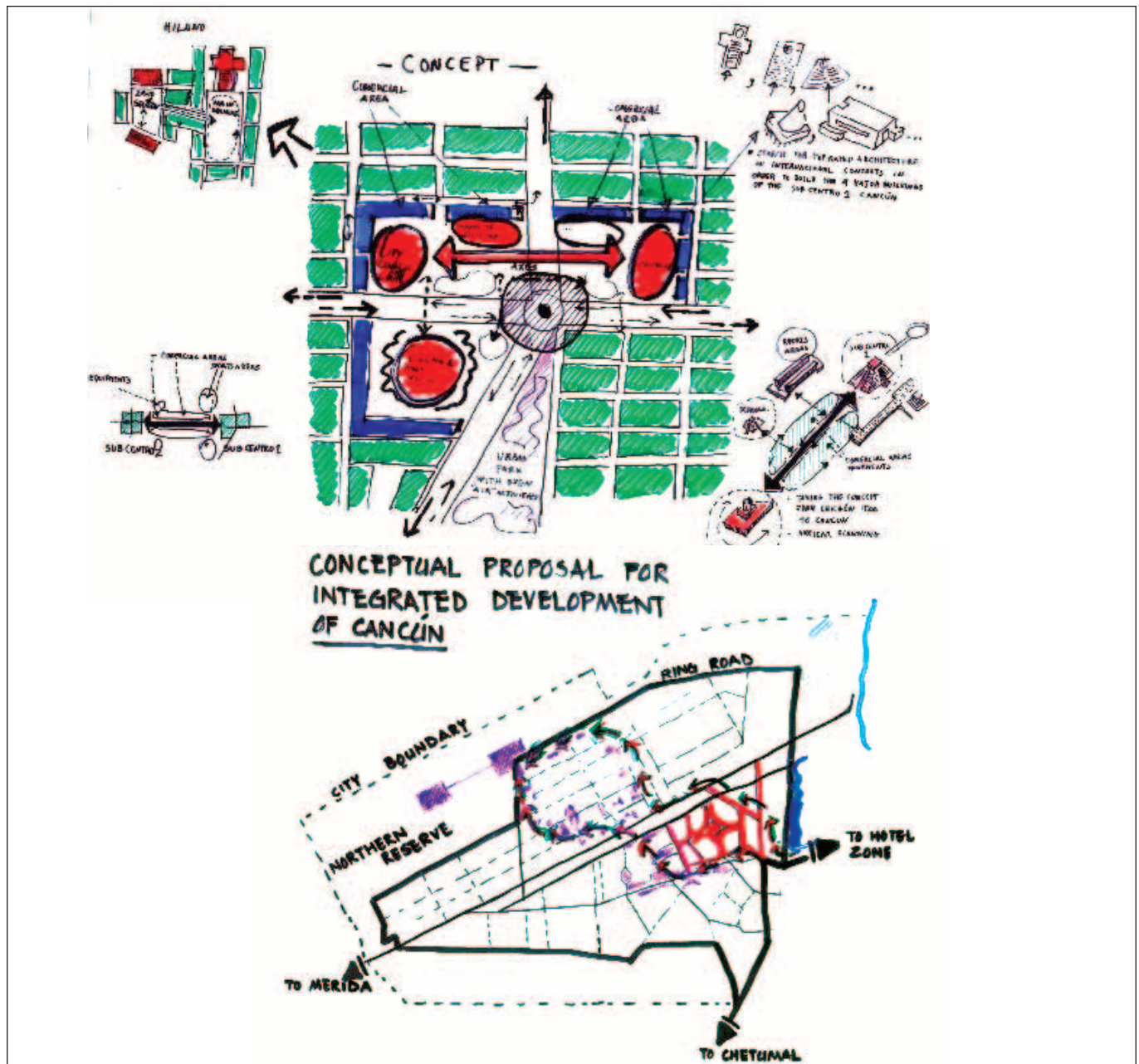
- Promotion of indigenous or local cultural crafts/industry
- Re-defining the character of tourism from place-based (static) to more activity-based (dynamic)...CULTURAL TOURISM.
- Development as educational hub or centre for knowledge / technology-based activities for the region.
- Promotion of other subsidiary economic activities in the region.

• Level 2: City area

- Integration of old/existing city area with Hotel Zone on one hand and new development on the other.

• Level 3: Northern Reserve Area

- Creation of innovative urban spaces - NO PROTOTYPES.
- Introduction of multi-use spaces and structures - such as Open air/living museums, arenas for cultur-



al/folk activities, educational residences/youth hostels.

- Budget accommodation for tourists.

- **Level 4: Urban Sub-centre**

- New site of development to serve as a GATEWAY to Cancún in order to create IDENTITY for the city.

Setting a new paradigm of development area of cultural and social interaction and integration.

DEVELOPMENT PATTERN ADOPTED BY THE CITY

A Review and Some Concerns:

- Development of Northern Reserve as proposed is not strategically/physically integrated with the city.
- Lack of information to make plans more responsive and dynamic.
- Need to build capacity of the Benito Juárez Municipality to undertake

urban planning and management in the context of the changing development paradigm.

- Lack of public participation match between people's expectations and planners' perceptions??
- Need to base development planning and decision-making on a wider consultative process.

ACKNOWLEDGEMENT

This study would not have been possible without the help of the coordinators of the young planners' workshop and the local 'experts', whom some of us would rather regard as newfound friends. The time that they spent with us, encapsulating Cancun and planning in Mexico, taking us around not only on site visits, but also to some memorable eating places (and dancing spaces), guiding us, and responding to our queries patiently and some-

times in languages that were not verbal, are sincerely appreciated.

We wish them the very best in their planning efforts in Cancun and elsewhere, with admiration of their courage (to work under fire - literally) and hope that our efforts can help them in the way they assisted us and made our trip worthwhile.

We would specifically like to thank Professor Fernando Brandão Alves who effectively guided our efforts through constructive questioning, and who demonstrated remarkable poise when managing us energetic (and strongly vocal) young planners.

We hope to meet you all again.

Amit Prothi, Young Planner

*Drawing by
Bruno Marques*



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3.2

GELSENKIRCHEN, GERMANY

9th Young Planners' Programme

Gelsenkirchen, Germany

13 – 16 September 1999



THE FUTURE OF INDUSTRIAL REGIONS

Regional strategies and local action towards sustainability

3.2.1

REPORT BY THE YOUNG PLANNERS' COORDINATOR

Introduction

Young planners Programme

As a part of the 35th ISoCaRP congress in Gelsenkirchen the Young Planners Programme once more took place. For the 9th time a small group of young planners was selected to work on a specific subject. The Programme has been held during ISoCaRP conferences since 1991 in Mexico for the first time and since then in Spain (Cordoba, 1992), United Kingdom (Glasgow, 1993), Czech Republic (Prague, 1994), Australia (Sydney, 1995), Israel (Jerusalem, 1996), Japan (Ogaki, 1997) and Portugal (Azores, 1998). During this period the Programme has been introducing young planners to ISoCaRP and broadening and renewing the organisation. The Programme offers an interesting experience to the participants and intensifies the congress for them. The contacts between young planners are a good basis for further contacts and discussions.

Young Planners Workshop What is this?

The maximum age to participate in the Young Planners Programme is 35 years. A practical experience of minimum 5 years is needed. Also important for the selection as a young planner are the submission of a paper for the main congress and the active participation in the Programme and the congress as a whole.

The Young Planners Programme is a mixture of workshop, small excursions and discussions during three days prior to the main congress. On the one hand the participants have the chance to learn from an interesting experience and work together in an informal atmosphere. On the other hand there has to be a result which is presented to the participants in the main congress. For that the young planners have the task to understand themselves through dialogue, to confront each other with ideas and to overcome cultural, language and knowledge barriers within a very short time.

A workshop in the Emscher Park

Since the ISoCaRP congress was held in the IBA Emscher Park area, the young planners workshop also took place in this context. For example the building in which the work was done is an IBA project. Also some of the other IBA projects were visited during small excursions at night. Besides that the city of **Gelsenkirchen** was prominently present during the workshop in the form of a strong support by two civil servants of the city. Not only their knowledge of the site, its history and surroundings and their positive critique was very important, the city's planning department was also actively involved in the IBA process. The city therefore is familiar with the kind of site the young planners had to work on. It is also used to workshops, competi-

tions, creating projects for the IBA, taking part in planning processes in this context etc. Although the workshop took place in a 'protected' environment, the presence in the area and the support of the city made the exercise more realistic and lively.

The workshop technique was frequently used during the IBA years to create development perspectives for many sites. Even the site the ISoCaRP young planners had to work on had already been subject to previous workshops. The results of these workshops were not shown to the young planners.

Subject of the workshop

The group of young planners had to work on the former mining plant 'Consolidation', a previous industrial area in the city of Gelsenkirchen. Many other areas like this in the Ruhr region have already been transformed into new housing areas, business parks, science parks, schools, training centres, landscape parks etc. Indeed this site could also have been one of the IBA projects. It poses many complex problems but at the same time creates great potentialities for the future: the site is large (28 ha), contains some of the old mining buildings, is partly polluted, lies within a dense and quite poor neighbourhood of Gelsenkirchen etc. For this area the participants of the workshop had to create a Programme and a strategy for future development. These had to be tested by more concrete designs for the area or for parts of it.

All of the proposals were of course limited by the framework of the charac-

teristics of the area and of the workshop situation itself.

For example a large part of the area is polluted. This limits possible realisations. A large park in this area therefore seemed obvious. Because of the workshop situation there was no possibility to speak with local politicians, with possible investors or with the owner (the Coal Board) of the area. It was therefore very difficult to think about strategic aspects and the planning process. This was partly compensated by the presence, support and knowledge of the representatives of the city of Gelsenkirchen.

Workshop Programme

The workshop took place at the 'Galerie für Architektur und Arbeit Gelsenkirchen' (G.A.A.G). As an IBA project (and next to another IBA project the Küppersbusch ecological housing project) this former mining building was beautifully renovated and turned into a very agreeable working space.

The young planners group (16 in all) was divided into four smaller groups to work separately. Each group was meant to be interdisciplinary. Landscape architects, architects, planners, etc. were spread over the different groups. Each group had to find a way to organise itself according to the composition of the group. For example a group without designers organised itself in a different way than a group with 50 % designers. Maps of the site and its surroundings, aerial photographs, documentation about the city of Gelsenkirchen, drawing

paper and markers, computers, scanner and beamer were present. Two university professors (Mr. Zlonicki, Mr. Scholl), a contact person to ISoCaRP (Mr. Wagner) and two civil servants of the city of Gelsenkirchen (Mr. von Plettenberg, Mr. Clemens) guided the workshop.

The three workshop days had to be used intensely. Indeed the fourth day results had to be presented to the participants of the main congress. The first day the representatives of the city of Gelsenkirchen opened the workshop with a general introduction of the site. A visit to the site completed the introduction. After that -in the most difficult part of the workshop- the participants had to get organised, look for a strategy to get results and do the first brainstorming.

The second day was the most creative one. Most groups got organised, created vision, Programme, goals and concepts for the site and drew their first designs on a larger scale (1/1.000).

The third day ideas of the second day were corrected and detailed and prepared for a final presentation to the congress participants. Of course this day was the longest one.

During the workshop different kinds of discussions were organised. Before noon the first results of that day were discussed with the guiding team. At the end of each day all groups presented their ideas to the other groups for general comments and discussion. The most interesting discussion took place the evening of the second day. Groups presented to each other raw

and uninfluenced ideas. Differences and similarities were more clear than after the third day when all groups were already influenced by the others. As a break but at the same time as a stimulus short 'unexpected' excursions' were organised in the evenings. Some of the IBA projects were thus visited and commented.

Conclusions

Differences and different approaches common substantial aspects:

- mixture of local and supralocal aspects of the site;
- re-use of some of the buildings;
- Programme;
- relations between site and surroundings (metro, industrial area, park);
- comments on the congress;
- about 'workshopping'.

Preparing the site:

- introduction of the park in the neighbourhood;
- preliminary measures;
- opening the place.

Strategic aspects and process:

- looking for investor;
- different phases in time.

Site description

Former mining plant Consolidation

The site of the Consolidation mining plant is situated in the east of the city of Gelsenkirchen, which has 290.000 inhabitants and is located in the northern part of the Ruhr-Region. Its economic structure was until the 1980s dominated by the coal and steel industries, forming a city which is typical of the Ruhr. Today the city is struggling with the decline of the traditional



industries and the overall changing pattern of the economic structures on the global, regional and local level. One effect of these processes is an unemployment-rate of 19% (March 1999).

The adjacent areas to the west and south of the site are mainly used for housing. The buildings which in parts date back to the beginning of this century show in many cases urgent need for refurbishment. To the south-east of the site extends some industrial land which in parts is let to light-industry enterprises. In the east and north the Consolidation-site borders with open green space which is followed by more housing further on.

The Consolidation-site has an overall size of about 20 hectares, it was used both as a coal-mining colliery and, in the east of the site, as a coking-plant. The coking lasted from 1889 to 1984, whereas the use of the winding shaft ended in 1995. Today most of the buildings and installations have been dismantled.

The site of Consolidation is situated in the area of Bismarck, about two kilometres from the city-centre of

Gelsenkirchen. The next motorway (Autobahn A42), exit "Gelsenkirchen-Bismarck", is only 1,6 kilometres away. In the urban structure of Gelsenkirchen, Bismarck is an area with specific social problems. This is indicated by an unemployment-rate of 21% which is even higher than the Gelsenkirchen average, and a high share of non-German people in the population (22,5% compared to 14,0% in Gelsenkirchen).

In the Bismarck-neighbourhood with its 18.000 inhabitants the site is in central location, whereas Bismarck itself is lacking a "real" centre with the usual retail and service functions. The main retail area of the Bismarck-neighbourhood is the Bismarck-Street which runs directly west of the Consolidation-site, forming an important connection to the city-centre of Gelsenkirchen.

The winding tower, an impressive steel construction, and its two winding engine buildings have been put under preservation. In addition to this, three more buildings remained from the old industrial use, two of them are now going to be used for cultural purposes. They are located in the west of the site

and will house a child and youth theatre and practising rooms for rock bands. The third remaining building is a massive concrete coal-tower in the centre of the site, a final decision if it will be dismantled or not has not been taken yet.

Due to the former use, the coking-plant area in the east of the Consolidation-site is the most contaminated one. Cleaning up this part of the site for future building uses is technically possible, but extremely costly.

Therefore less polluted soil from other parts of the site will be dumped here, forming a heap which will be safely covered with proper soil, creating a green park for the population of



Bismarck. Referring to soil contamination, the other parts of the Consolidation-site will be suitable for all kinds of uses afterwards, offering opportunities for all kinds of development.

3.2.2

GROUP 1

Group 1

Project:

Opening of
Consolidation

Participants:

Zubair Anwar,
Pakistan;

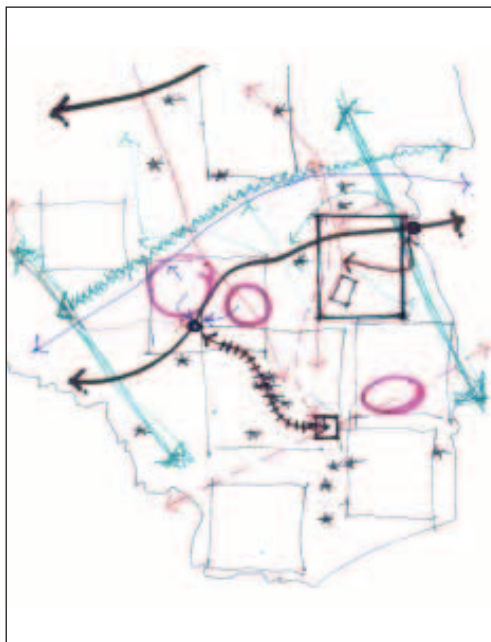
Pieter van den Broeck,
Belgium;

Dirk Engelke,
Germany;

Thomas Weith,
Germany.

Analysis of the regional context - potentials of the site

Some years ago the coal mine “Consolidation” was one of the economic core areas in Gelsenkirchen. Nowadays the site has lost all its functions. Unemployment and social decline are major problems as well as environmental pollution. A concept for the revitalisation of “Consolidation” has to be found.



Development objectives

The development of “Consolidation” should help to solve local problems by using existing development potential. This means using its position and size, as well as the existence of some protected buildings, to re-establish new central functions for the neighbourhood, create recreation and public

gardens, build up a vocational centre for local employment and establish specific forms of housing. These can help to strengthen and stabilise the neighbourhood by establishing specific functions needed locally.



Currently the site has no specific function. There is local demand only for a building rubble deposit. Although the connections to the regional infrastructure systems of motorways, roads, railways, harbours and canals are good, the economic attractiveness of the site is only local.

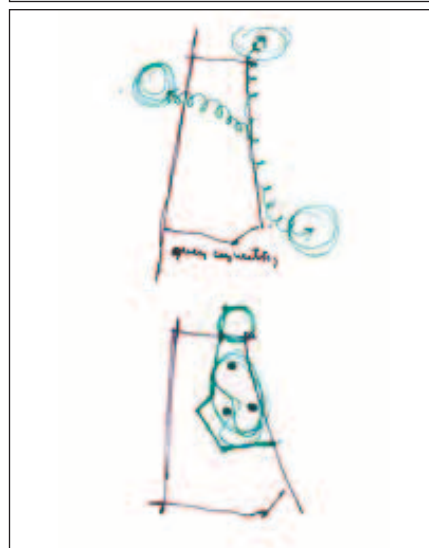
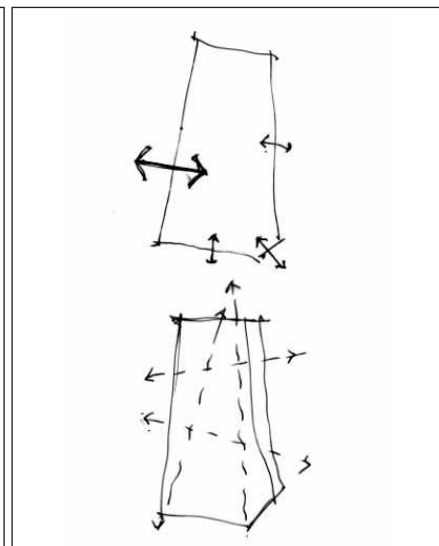
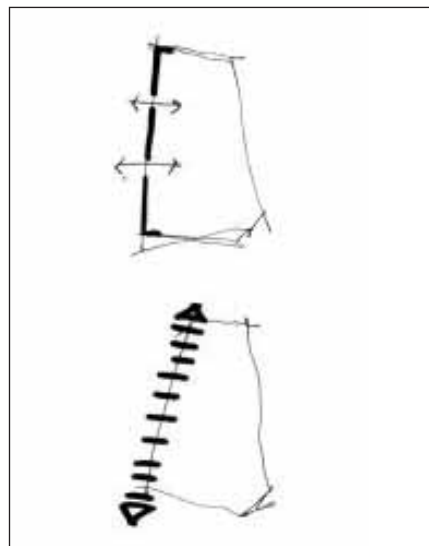
The former central function of the coal mine and the existing protected buildings could stimulate initial ideas for future functions. There is a need for new local central functions in order to revitalise the neighbourhood and create central open space for local activities and leisure pursuits. In future “Consolidation” should be embedded in the local development context. The area has to be a part and a new heart of the Bismarck area.

Design objectives

The local spatial and functional situation provides certain settings for a new design of “Consolidation”.

It is necessary for the development:

- to ensure the connection to the main business road and stores beneath the east side (removal of a wall), thus creating an urban link;
- to find new functions for existing and protected buildings on the site;
- to establish new multifunctional public space;
- to connect the site with specific external localities;
- to ensure the connection between the internal pathways and the external focus points;
- to create green networks including an internal park on the new heap in the north-west and external green structures.



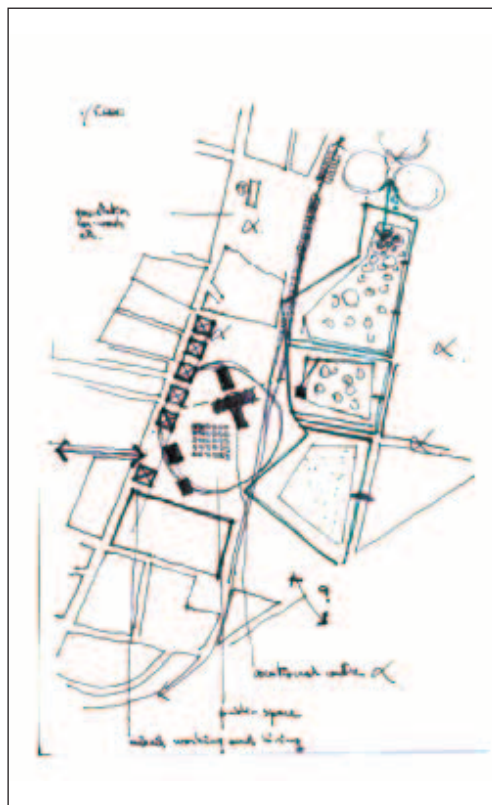
An open question remains of, how to build a future link to sites in the south-east.

What is the future of such a transitional space?

Connecting form and function

The transformation of the functional and design objectives into a built physical environment could be realised with:

- urban blocks with mixed housing as a built connection to the main business road, stores and the traffic networks;
- a vocational centre in the inner area in connection with an open public centre;
- a public park on the north-east side, including the deposit;
- a cycling track as the main internal-external north-south connection;
- a light industrial area in the north-west linked to existing land use;
- an undefined transitional zone for future development in the south-east.



Steps to action

The realisation of the concept can only be done step by step. The first step should be the re-opening of the central area of the site to re-establish the existence of the locality and its potential in the minds of the inhabitants. Designing temporary landscape highlights is one of the possibilities to push this effect. The current actions to establish a building rubble deposit on the area can be used as a first step to establishing a park area in the north-east.

The second step should be the construction of urban blocks in the east to raise the attractiveness of the site and create the connection to the neighbourhood. Thirdly, the protected existing sheds on the site could be reused as a vocational centre, built in connection with the urban blocks and the establishment of a large public space for open-air activities.

Self-build housing and the rehabilitation of existing houses near the site will help to upgrade the surrounding area. During the implementation of the second and third steps neighbourhood initiatives can help to build the park area. Additional to this the search for new investors – especially for the new light industry zone – has to be continued.

Key action: the Bismarck project

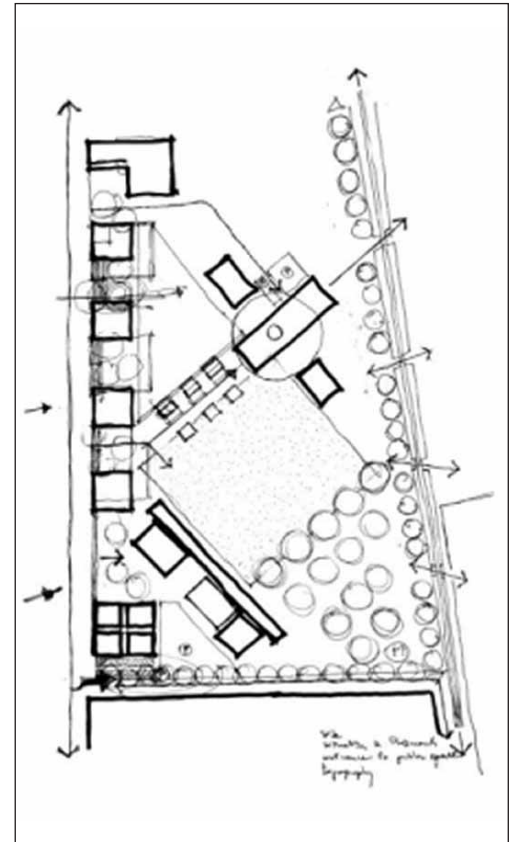
The central project for revitalising “Consolidation” and the Bismarck neighbourhood is the creation of urban blocks along the main street in the east. These buildings should contain functions of local demand such as:

- supermarket
 - health services
 - residences for the elderly
 - clubs
 - fitness centre
- or a photo studio.

In addition to this the early initiation of the vocational centre for supporting local employment could definitely enforce the reuse of the site.

Conclusion

The main objective for the revitalisation of “Consolidation” has to be the integration of the site into the network of local amenities and functions. The area opens an opportunity to: revitalise a currently weak centre thus becoming a new centre for the Bismarck neighbourhood. The opening of the site to the east is the significant step for future reuse. Establishing new functions, especially around the “new centre” and the park zone could be the first strategic step to renew the area as a whole.



3.2.3

GROUP 2

Group 2

Project:

Consolidation

Out of the Black into
the Green

Participants:

Tobias Eisold,
Germany;

Nupur Prothi,
India;

Peter Rogge,
Germany;

Goga Saric,
Netherlands/
Serbia.

INTRODUCTION

The idea!!

The central idea behind the scheme was to create a space that would be reminiscent of the days of yore-„the black“ to be designed as a recreational or „green“ –multicultural & multi activity -core that serves to fulfil the needs and aspirations of the community. Such a space was to work towards refurbishing the image of Bismarck in the city of Gelsenkirchen as it was in the hay days of coal mining as well as to revitalise the local economy and strengthen the multicultural character of the neighbourhood.

SITE POTENTIALS

Accessibility

The site is bounded by the Bismarck Strasse on the West and is located close to the Autobahn in the North as well as a Rail link in the same direction. In the era of coal mining there existed a railway line running through the consolidation connecting it to the main railway system northwards for transporting coal. At present the remnants of such a link exist in the form of an abandoned set of railway tracks cutting right through the site. The site by its very use has had an introverted image with the connections to the outside limited by boundary walls though it is bounded by roads of different hierarchies on all sides.

Existing structures

The site is dotted with a number of structures each of which served a specific purpose in the era of coal mining but at present lies in a dilapidated state awaiting demolition in the absence of other appropriate use. Certain structures and parts of the ones remaining have already been destroyed thus threatening the loss of a vital link with the past. Parts of the shaft building as well as some of the remaining structures on site offer opportunities of rehabilitation and retaining the „image „of the site hence serving as landmarks.

Neighbouring landuses

The site is bounded by residential landuses predominantly.

A Turkish settlement to the South West and dilapidated housing structures to the East mark the boundaries of the site. As is evident in the neighbourhood most of the population belongs to the middle or lower income groups with an interesting mix of myriad cultural , ethnic groups.

Emerging issues

Located in the context of the IBA Emscher activities, the ideology may lend a framework for future development of the site which is already practically available in the various rehabilitated industrial sites to illustrating their

success. The predominant issue guiding the course of the future development of the site is the socio economic condition of the neighbourhood in which it is located. Bismarck suffers from one of the highest unemployment rates in the country. Suffering from the aftermath of the decline of the Coal mining sector –the predominant revenue earner in the region of the Ruhr, this site available for rehabilitation offers an opportunity towards economic rejuvenation setting precedents for the future development of the region. Any measure of success of the design of this space would be dependent on its utilitarian value in the neighbourhood which would resultantly boost the local economy. Certain pockets of the site towards the North East and East were used as dumping grounds for the debris /waste created as a result of the mining activities and hence at present have been delineated as polluted zones for being appropriately rehabilitated as recreational spaces with work already in progress.

GUIDING PRINCIPLE

The site by its very use has been an important component in the daily routines of the mining population inhabiting the area. Any use that is proposed for the site needs to respect the „past“-the relevance of the site in the era of its use and importance and may be so designed as to retain as well as strengthen the image of the site lost in the local psyche.

“Vision for Consolidation” - Proposals

Accessibility and Circulation

Keeping in view the road network bordering the site a hierarchy in its accessibility has been proposed. Access roads: Suggesting a road to transgress the site- to give access to the Light

industrial area and the Super Market. Vehicular parking: Points at which vehicular entry is allowed and the facilities provided enable access to a pedestrian link beyond.

Pedestrian entry: Punctuations in the boundary for the entry of visitors/ users, located close to residential areas.

To develop the recreational zone on the site at a pedestrian scale, an effort has been made to restrict the vehicular movement to the periphery. The abandoned rail network is envisaged to play the role of a Central Spine –„Green Linkage“-to be used in combination as a cycle track/jogging path connecting the Northern end of the site to the Southern periphery.

Activity pattern Vs rehabilitation of existing structures/spaces'

The primary access through the site was envisaged through the shaft building treating the foreground of the building as a plaza with a reflecting pool to provide the viewer with the benefit of appreciating the structure or whatever remains of it (as part of it has already been demolished).

With the emphasis on rehabilitation the structures remaining on site may be

envisaged to play the role of Landmarks to retain the „form/image „of the site and at the same time be serving a definite“ function „-a specific use as the requirement may be.

The buildings located in the proximity of the shaft are envisaged to be reused as museum spaces for presenting the era of coal mining to those who visit this area to experience its past-the industrialisation of the Ruhr.

The space beyond the shaft is envisaged as a large memorial garden. It is conceived as a place which may be utilised for the planting of saplings in the memory of the miners and a space for quiet contemplation in a setting of groves of trees.

The culmination point to this experience is a large recreational park located on the area delineated for reuse as a green area. Designed in a naturalistic style this space was envisaged to provide a setting as well as an appropriate contrast to the stark structures.

The large open area available between these buildings would function as a Central Plaza serving as a commercial as well as cultural core-an outdoor exhibition space cum space for the traditional bazaars and for whatever other activity that may find its way here. The underlying concept of the park in relation to its setting is to be brought out in the form of a grid superimposed on the park with a series of elements placed at the points of intersection of the grid. These elements would be exhibiting the history of this place to the visitors.

Parts of this space have been designed for outdoor recreational activity and Children's play spaces for the residential areas proposed along

the Bismarck Strasse. In an effort to lend character to the Bismarck Strasse a series of mass and voids are proposed along it. With the introduction of residential buildings and other structures as well as the extension of the green links up to the road along with incorporating the existing buildings along the Street a variety in experience is proposed along this all important street spanning the length of the consolidation site.

In an effort to revitalise the local economy this space of the consolidation is to be utilised for specific economic activities. The South Eastern part of the site is to be utilised for Light industrial area. The South Western corner of the site is designated as an area for mixed landuse. Located close to the Turkish Quarter this area is designed to enable a mix of residential, commercial, household industrial activities etc.

A Super market and a centre for Vocational training located near this area are also aimed at revitalising the local economy by means of actually drawing people on a daily /weekly basis and then further promoting the use of the other activities.

CONCLUSIONS

The consolidation as a multifunctional/multicultural core was conceived to fulfill a role at the regional, city, district as well as neighbourhood level. At the regional level this site was conceived to connect with the IBA Emscher green spaces-the network of which extends close upto the site in question and thus to play the role of a space that is reminiscent of the history of the

Ruhr Region and its important era of „industrialisation“. By the very nature of its activities the Consolidation site is envisaged to attract visitors from all over the city of Gelsenkirchen as a recreational and multifunctional space. At the local level this scheme for the Consolidation was proposed as an

effort to revitalise the local economy; to reflect the multicultural nature of the population residing in this area; and last but not the least to give this place back to the people to whose past it actually belongs - to „Bring them out of the Black into the Green“.

3.2.4 GROUP 3

Group 3

Project:

Dao or the consolidation of ethnicity

Participants:

Sun Chegren,
China;

Hu Dan,
China;

Amit Prothi,
USA/India;

Ute Stöckner,
Germany

UNDERLYING CONCEPT

We propose the strength of the Chinese idea of 'Dao' as the underlying principle for the revitalisation of the Consolidation site. As per Chinese philosophy Dao represents change, movement, bringing together and the idea of let it be. Translated to the planning arena: change represents new opportunities; movement represents a series of actions aimed to redevelop the vacant site; let it be represents a state of no action, which in itself is a conscious planning decision; and, bringing together represents the past, present and future of the Consolidation site, which in the past brought people of different ethnicity together to work in its innards, which in the present represents a shared burden of hardship, and which in the future provides the opportunity to regain its place as a centre for consolidating economic, cultural and ecological values.

CONCERNING ISSUES

Consolidation, the mine, was the primary reason for the establishment of Bismarck, and one of the largest employers in the City of Gelsenkirchen. Closing of the plant has had a number of implications for the local community:

- loss of a functioning economic centre;
- loss of ethnic consolidation in a neighbourhood that has a signifi-

cantly large foreign population;

- high unemployment in the surrounding neighbourhood equalling approximately 17 percent of the labour force;
- polluted land as a result of decades of mining operations.

In addition to the direct consequences of closing of the plant, redevelopment efforts face a number of challenges:

- the significant size of the site requires an immense investment towards preparing the site for redevelopment;
- its location in a highly urbanised area, with residential, commercial and light industrial uses in close proximity affects its attractiveness for large scale industrial development;
- due to a large number of sites in the region with similar characteristics, Consolidation faces stiff developmental competition at the regional level.

DEVELOPMENT OBJECTIVES

Clearly redevelopment of the 20+ hectares property will require multiple uses and a phased approach. To build on the philosophy of Dao, a movement needs to be generated that will bring about change. Working with that perspective, the site provides opportunities to establish:

- An Interactive Museum to create a place for memory that can act as a reminder of the mining heritage of the area and residents;

- A Job Training and Incubator Centre to create a centre that 'brings together' people of different ethnicity as well as creates the foundation for economic development;
- An Active Recreation System that includes bike paths and walking trails to create places for recreation, especially since there are limited opportunities in the neighbourhood;
- A Passive Recreation System that includes wildflower gardens for areas that are consciously left alone in line with the Dao philosophy of 'let it be', and that may not receive immediate economic attention;

Housing and A Supermarket to tie in with existing functions in the area as well as providing an immediate economic impetus.

DESIGN IMPLEMENTATION

Consolidation exists within a neighbourhood as well as a larger region. Redevelopment of the site provides an opportunity to establish physical links with the surrounding area and involving the neighbours in the redevelopment activity. An assessment of the site and neighbourhood reveals the following:

The existing historic structures, especially the main shaft structure and adjacent buildings, are centrally located and serve as a strong visual reminder of the site's past. These should be retained and redeveloped as a museum. In addition, a 'memorial plaza' should be developed to create a physical 'foyer' to the site from the neighbourhood to the west. The plaza is defined by the proposed museum to the north, a theater

(efforts for which are already underway) towards the south, a new structure that will house the incubator and job training centre to the east, and Bismarckstrasse on the west.

- The northwest portion of the site is situated adjacent to residences. The existing street system should be extended within the site to establish a new residential neighbourhood that works with the existing. (*Dao: Bringing Together*).
- The northeastern portion of the site, which is currently being used to dump polluted material, provides opportunities for a passive park. Once the land is filled to capacity and capped, minimal efforts should be undertaken to create a passive garden with wildflower plantings and natural growth. This will also help to strengthen the existing green system that exists to the northeast of the site. (*Dao: Let It Be*).
- Towards the southeast, the site could be developed for light industrial uses to mirror similar uses that exist outside the site boundary. This area should be linked with the job training and incubator centre to create opportunities for job growth. (*Dao: Movement towards Change*).
- The site should be overlaid with a biking and walking system that permeates all of the formal uses within the site as well as creates links with similar local and regional systems. This will help to bring different portions of the site together. (*Dao: Bring Together*).

ACTIONS

As the Dao philosophy suggests, a series of actions that are undertaken in a well designed approach can help to create a movement towards the successful revitalisation of the Consolidation site. The following actions represent a phased approach where time and economics can play a key part in defining the planning *movement*:

- **Phase I Action A-** Develop the Housing and Supermarket components through primarily private investment and the use of sweat equity and existing unemployed labor. This effort will add a resident population to the site as well as bring in immediate revenue to the site owners.
- **Phase I Action B-** Simultaneously, develop the museum and memorial plaza components of the Programme using public monies, donations and volunteer efforts, to continue the recognition of the historic importance of this site.
- **Phase I Action C-** Develop the incubator and job training centre with public and private monies to set in motion opportunities for a fresh economic start.

- **Phase I Action D-** Begin the construction of the bike and pedestrian systems through portions of the site which begin to be redeveloped.
- **Phase II-** Depending upon market interests and success of the incubator and job training centre, establish the light industrial complex with a combination of public and private funds. If this does not pan out, this area could be developed for additional housing or alternative uses that may become apparent in the future. In the meantime, this portion of the property should be given to the residents of the surrounding community to use as community gardens.

CONCLUSION

The redevelopment of the Consolidation site will require a holistic approach, where places for memory, culture, employment, home and education can be developed within economic, ecological and geographic parameters. Going back to *Dao*, creating a *movement* towards *change* with the help of well thought out actions will help to achieve the revitalisation of Consolidation.

3.2.5

GROUP 4

Group 4

Project:

Redevelopment of the Consolidation mining plant Bismarck, Gelsenkirchen

Participants:

Khondker Neaz Rahman, Bangladesh;

Frank Uffen, Netherlands;

Gernot Pahlen, Germany;

Victor Terrazas, Mexico.

INTRODUCTION

Ruhr having a population of 5.5 million people at present arose in the middle ages. In the middle of 19th century Ruhr was one of Europe's biggest coal mining and iron industrial zones. After 1860 with the second wave of growth, the town of Gelsenkirchen came into the limelight. The population of Gelsenkirchen is 84,479 at present.

Consolidation mining plant started its first excavation in 1848 and after running for almost one and a half century the mine was closed down. In 1995 the demolition of the mining building started. The mining plant played an important role in the economic structures of Gelsenkirchen and in particular the economic, social and physical structure of Bismarck.

The closing down of Consolidation mining plant has brought decline in economic growth and rise of unemployment. The barren site of the mining plant has its own opportunities and weaknesses for future development. This vacant land has to be set into uses in a sustainable way to meet the future demand.

CONTEXT

The context in which the goals for developments are required to be set and achieved are:

- There is a vacant site, which is ready for potential use and investment.

- Part of the site is highly contaminated which is now under process of conversion into a park.
- Due to the close down of the mining industry there is a depressive climate existing in the business arena, which is not conducive to attract investment.
- Public spending is gradually shrinking. Which is a potential threat in establishing investment catalyst.

OBJECTIVES

The main objective of the plan is the consolidation of the social, economic and physical structure of Bismarck, which had been dropped into void after closing of the coal mine. This intervention is planned to cover the following important determinants of urban structure:

- Facilitating the creation of new jobs
- Promoting new uses of the site
- Providing new facilities for the neighbourhood
- Promoting a sense of appreciation for green space and waterbodies as SOFT infrastructure for the local and regional development.

Promotion of culture and art to create a positive image of the area as a destination to live and invest.

SITE STRUCTURE

The structure of the site can be identified into four zones, as follows:



- (i) Zone A: Park in development
- (ii) Zone B: Green and clean open land
- (iii) Zone C: Land with existing structures
- (iv) Zone D: Clean open land

Zone A: Park in development

The north - eastern part of the site is highly contaminated with heavy metals. This part will be covered in layers with less polluted (non-chemical pollution) soil then a non-permeable synthetic sheet will be laid. Over the synthetic sheet a layer of clean soil will be given for plantation required for the park.

Zone B: Green and clean open space

Between Zone-A and the residential zone on the northwest corner of the site, lies Zone-B. The west side of this Zone is delineated by the pipes of a

heating system. On the north the Zone has a connection of linear open space that was formerly used for railway track. This linear track can be turned into a green passage and be connected with other green areas on the north.

Zone C: Land with existing structure

This Zone contains the remains of the monumental structures of the mining plant and the foundations of the structures that had been demolished. Constraints of the land is that it is not a free space for construction. And opportunity is to preserve and promote the mining structures as monuments to create a sense of identity for the city of Gelsenkirchen.

Zone D: Clean Open Land

The major piece of open and clean land of the site is in Zone-D that is located on the south. This zone has roads on its east, west and south boundary. Zone-D holds high potentiality for accommodating large scale investments and structures.

SWOT ANALYSIS

SWOT Analysis of the site is given below.

SWOT – analysis

- Large stretch of vacant land

Strength

- Limited highway access

Weakness

- Landmark: Monumental structures of the mining plant that can be used to create a sense of identity for the town.
- Restrictive use due to land contamination and the foundations of the demolished buildings
- Good accessibility through public transport and car.
- Degraded industrial site on the south border.
- Demand for owner occupied houses
- Low average income of the community
- Interest in former mining plants.
- Low average educational level of the community
- High unemployment in the community.

SWOT – analysis

- No pressure of market force for the land gives an opportunity for experiment
- Site is not unique

Opportunities**Threats**

- Federal funding Programmes may be available
- Pressure for fast but cheap uses
- Compensation for damages from the owner.
- Bad business climate (commercial use)
- A large number of unemployed work forces can be perceived as an opportunity.
- Public sector cutbacks
- Restricted use
- Landowners attitude

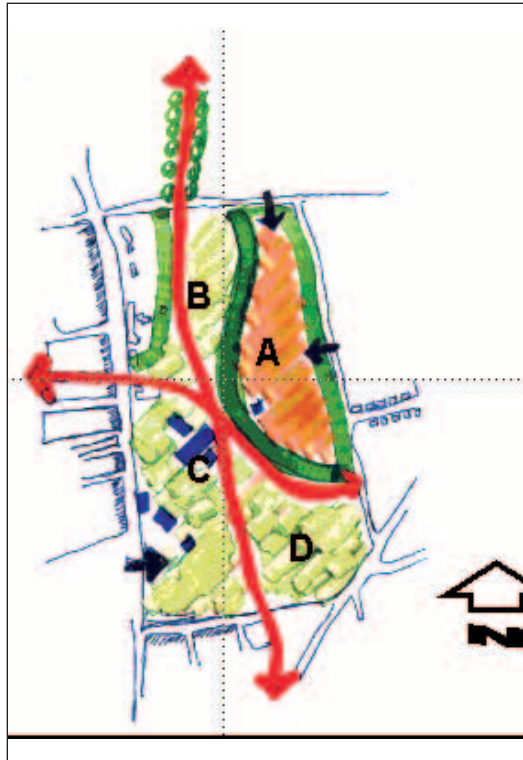
The act of future intervention on the vacant site of the Consolidation mining plant have been chalked out into two parts, one is an illustration of **Development Guidelines** and the other one is a **Plan** with development phases.

DEVELOPMENT GUIDELINES

- i Accommodating and encouraging the needs of the neighbourhood through
 - Facilitating job opportunities
 - Creating community facilities.
- i Promoting the image of the Bismarck as a destination to live and invest in.
- i Attracting investment.
- i Restricting development which can be considered as “Bad neighbour” from the following points
 - Environmental consideration
 - Counter-productive project
- i Keeping flexibility to accommodate the demand of the fast changing socio-economic scenario – Both in terms of
 - Planning
 - Land distribution
- i Development of communication system. Both for
 - The Site
 - The surrounding

PLAN

The Plan for Consolidation has been phased out to create an atmosphere of accommodating the demand that will be created out of the future development. The intervention process has been divided into three phases, as follows:

PHASE I: TEMPORARY USE**Goal:**

- To trigger interest for the site and promote the possible uses.

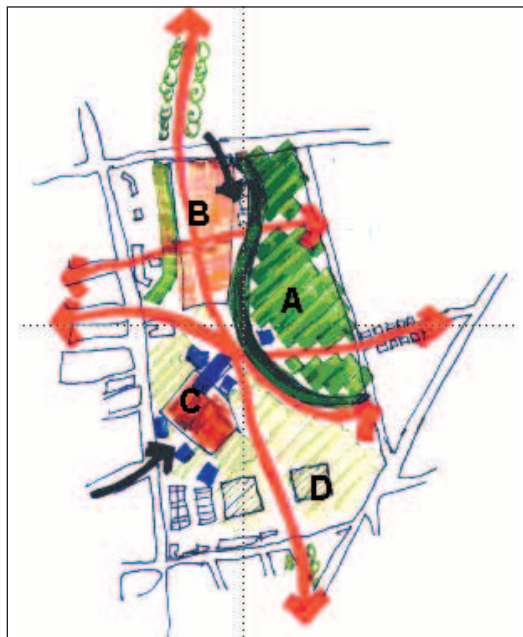
Ideas:

- Offering opportunities for art and cultural activities, day and night events etc.

Intervention / Investments:

- Setting up of a project office
- Creating grassland as playing field (at site D)

Construction of bicycle path

PHASE II: INTERMEDIATE**Goal:**

- Catalyze private investment and continue temporary uses

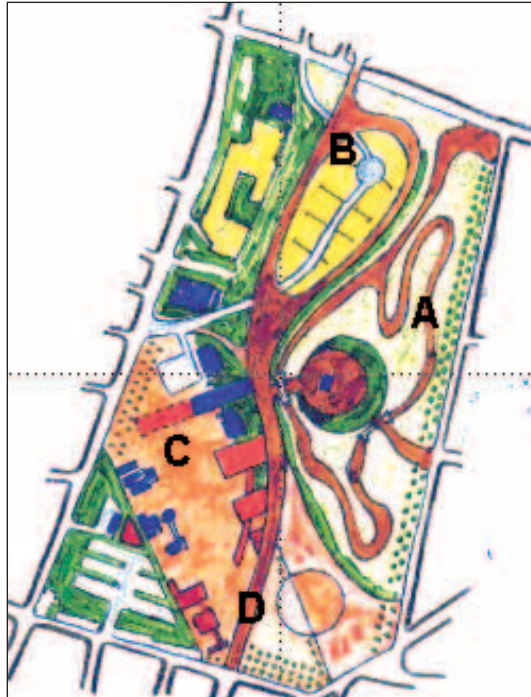
Ideas:

- Setting up of Bazar, recreation, cultural activities etc.

Intervention / Investments:

- Landscape park with recreation centre (at site A)
- Renovation of existing buildings
- Site & service (for self development housing (at site B)

Building of light structure hall for Bazar and other events (at site C)

PHASE III: CONSOLIDATION**Goal:**

- Sustainable consolidation of social, economic and physical structure of the site and neighbourhood

Ideas:

- Living mall (e.g. furniture shops)
- Cafes/restaurants, galleries
- Social education centre

Intervention / Investment:

- Creating public space
 - Providing infrastructure
- Providing parking facilities

The possible Future

**Conclusions and
Acknowledgements**

Everyone may draw his/her own conclusions on how the young planners worked with the site. I would like to draw briefly my personal conclusions. For me these days were instructive days with an internationally assembled team, with different native languages, with different planning concepts and with different cultural backgrounds. It was an exchange of experience and knowledge on a concrete planning problem over continents.

An essential element of this intensive workshop was that although we had to

work very hard, it was a real pleasure for all of us to collaborate and give our engaged and personal support. Also in the name of all young planners our cordial thanks go to Peter Zlonicky, Stefano Wagner and Bernd Scholl, the representatives of the city of Gelsenkirchen, Mr. von Plettenberg and Mr Clemens, as well as to all the organizers of the young planners workshop. The intensive personal care, the support of the content and some ‚unexpected excursions‘ gave us an impression of international operating and the Ruhr Region.

Dirk Engelke

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3.3 ***AZORES, PORTUGAL***

8th Young Planners' Programme

Azores, Portugal

26 September - 02 October 1998



LAND AND WATER

Integrated planning for a sustainable future

3.3.1

REPORT BY THE YOUNG PLANNERS' COORDINATOR

INTRODUCTION

Once more the Young Planners' Workshop (this time in the Azores, the Portuguese archipelago) provided interesting opportunities for exchanging international experiences and stimulating critical analysis on the main theme of the congress, especially on the study of *five specific areas* located on the surroundings of a small town - "Ribeira Grande" in the north of the S. Miguel island.

In general the Young Planners' proposals were very creative and could conciliate the already existing encouraging measures, which guarantee the efficiency of the established strategy for the town in a more absorbed and sustainable way.

The five study areas:

- A.** Town's Coast;
- B.** Town Market and its Surroundings;
- C.** Central Area around the Brook;
- D.** Monte Verde (Green Hill) / Spreading Area of the Town;
- E.** Course / Architecture of the Water / Water Mills

were chosen according to their specific characteristics and problems.

A **Terms of Reference** document was set up by the Local Organizing Committee of the Azores in conjunction with the Portuguese Young Planners' Coordinator in order to bet-

ter structure the Young Planners' Workshop:

1. The identification of the Council of Ribeira Grande and location of the study areas;
2. The economic growth and development;
3. The intervention methodology;
4. The intervention strategy;
5. The designation / characteristics and main purposes of the interventions;

A. Town's Coast

Main purpose of the intervention:

- To reorder the coast, namely its landscape and housing, in a combined perspective, through exact interventions, which may go from the rehabilitation and renovation of the town to the creation of a seaside sidewalk, with strong pedestrian characteristics, without excluding the possibility of access for vehicles.

B. Town Market and its Surroundings

Main purpose of the intervention:

- a. To find new ways of using and occupying new places for the citizens and economic agents and to seek a higher social cohesion;
- b. As this area is strongly inhabited, the interventions should requalify it, not only at an urban and architec-

tural level but also in its functioning within the town's context.

C. Central Area around the Brook

Main purpose of the intervention:

- a. To set up solutions and preventive measures in order to oppose its misuse and to avoid the degradation of the bed and margins of the brook;
- b. To recover the qualifying role of the brook and surroundings in the town by exploring the landscape and its values through careful observation (leisure public places, green places and the development of open air activities).

D. Monte Verde (Green Hill) / Spreading Area of the Town

- Peripheral area of the town, located near the community of Ribeira Seca, with occasional occupation, constituted by some scattered houses, inactive industries and facilities, namely a sports centre.

Main purpose of the intervention:

- a. To structure the area in order to better combine it with existing buildings. There should also be a little space in the solutions to organize this area, which involves an integration of the land and an adequate functional hierarchy, namely the areas between the different communities.
- b. To encourage several applications that include lodging, namely the facilities, their construction or

improvement, their access, and the recovery/rehabilitation of existing industries as an interesting example of industrial archaeology.

E. Course / Architecture of the Water / Water Mills

Main purpose of the intervention:

- a. To reinforce the cultural identity creating a plan/centre of museums connected to the cycle of bread, where its agricultural activities are also represented.

These proposals should safeguard/-consolidate/requalify the five water mills, which use the motive power of the little stream that crosses the town from the south to the north (made by man to feed the mills a long time ago);

- b. To draw a pedestrian's path connecting the five mills and the town, as an alternative to the footway of the town to guarantee a better flow for pedestrians. So the rejuvenation of the degrading places and the combination of the regional architecture with civic life will provide a longer town life, especially as far as the satisfaction of the citizens is concerned.

This study area was partly superimposed, in its lower area, to the area named - Town Market and its surroundings. This was an excellent opportunity for the two teams to work together, confronting their ideas and articulating their solutions.

The Young Planners Workshop was financed by UNESCO and by the Autonomous Region of the Azores.

Fernando Brandão Alves

3.3.2

GROUP A

Group A

Project:

The Town's Coast

Participants:

Nilgun Görer,
Turkey;

Mohammad Kashif,
Pakistan;

Awais Latif Piracha,
Thailand;

Pedro Santiago,
Portugal;

Jorge Tavares,
Portugal.

INTRODUCTION

Ribeira Grande, the third biggest urban centre of the Azores, is located on the northern side of the island of S. Miguel. This urban centre is a little less than ten thousand in population. The coast in the north of the city is a combination of rocky shore and degraded beach. This beach is mostly neglected as the sea is rough and as local inhabitants used to get most of their troubles from the sea, namely, the typhoons and the pirates. As a result many of the houses along the shore have their backs towards the sea.

And then this urban centre has this recent debate over the possibility of constructing a through-road along the coast. This through-road has been proposed for the traffic going from the west to the east of the island and vice versa. The opponents of this road are the merchants along the current passage as they feel their business will sharply decrease if the traffic is diverted.

A sub-group of five young planners was given the task of finding exact interventions for improvements for the coast. These planners visited the coast, discussed the related issues at length, among themselves, and with the local experts and came up with a two-tier strategy. At a broader scale they proposed a through-road to the south of the town to avoid high traffic volume along the coast, while on the local scale they made specific recommendations for landscaping of the

coast. The main philosophy of the intervention on the local level was to use the potential of the coast to attract local people as well as tourists without damaging the local environment.

THE PLANNING PROCESS

Problem identification was the first task carried out in the planning process. Lack of access to the coast, erosion, lack of leisure facilities along the coast, and presence of dilapidated housing along the coast were identified to be the main problems for the coast.

Keeping in view the problems and the discussion going on in the town two alternatives were formulated. The first alternative envisaged a through-road along the coast. The second alternative envisioned dividing the coast into two zones; the rocky zone and the degraded beach zone and proposed development and landscaping of the rocky zone and conservation of the beach zone. The second alternative also included provision of a through-road to the south of the town.

An animated discussion took place among the young planners of this group regarding the strengths and weaknesses of these alternatives. For the first alternative, political support and less expenditure were the strengths while spoiling of the coast forever was considered a very big weakness. The group regarded the second option much more desirable

as it could lead to: good use of the coast, availability of leisure activities, the promotion of tourism and a good future for real estate development. High expenditure was considered the weakness of this option. The group, however, was unanimous in its opinion that the second option is the one that should be preferred. Having selected the second option the group then moved on to look into the actions that should materialize the second option. Here again a lot of discussion was generated. The points of conflict were whether to propose a bridge across the river mouth or not, whether to allow traffic along the coast or not and whether to keep the ugly houses along the coast or not. The group finally agreed on not to provide a bridge but allow light traffic (the traffic would be required to use the old bridge nearby by detouring). The group also agreed that it is desirable to replace those ugly houses but leave the time frame and way of implementation to the decision of the authorities concerned. The final set of action proposed included: the provision of a walkway in zone B (the coast was divided into a rocky zone "B" and the degraded beach zone "A"), improving the coastal road, landscaping the coast, some stone work to reduce erosion in zone A, and keeping zone B untouched (so that nature will come to rescue and improve the beach again).

CONCEPTUAL APPROACH

The main concept is reconciliation of the island people with the sea. For centuries people were afraid of pirates and natural disasters, which came

from the ocean. So the people of the island turned their back to the seaside. Our project aims at creating an atmosphere to reconcile the two sides by using the Accessibility Approach in planning. This approach has the following components.

Physical Access :

- being able to get there

Perceptual Access :

- feeling for the area

Economic Access:

- being able to afford to stay and enjoy.

Analysis of the Project Area:

According to the site survey, the Coast of Ribeira Grande has two main physical characteristics. One part of the coast has high shore characteristics and the other part of the coast has low shore characteristics.

Focusing from the seaside to the land-side of the study area: because of the natural protection from seaside effects, the city is located behind the high shoreline. Erosion is an important problem in this part of the study area. The backside of the low shoreline area is mainly natural and vacant land due to the fact that it is open to seaside effects of the area. The issue on this site is to control shoreline and dune system together.

Concept Map: Because of the dynamic characteristics of the coastal area, a Shoreline Management program should be made for erosion control and protection of the low coastal shoreline. According to the planning concept we have two project areas:

A. Natural Zone: It has a potential for the beach and recreational facilities. This potential will be used by proposing soft tourism activities on the site.

B. Urban Front Zone: The zone will be divided into two sub-areas according to the characteristics of the built-up area of the city. Zone B1 does not need too much improvement comparing to the B2 area. The B2 area needs a lot of improvement in its surrounding built-up area especially in the area around the Brook.

There are two important attraction points in this zone related to the accessibility concept of the project: One is the *Brook Area* where the river meets the sea. The other is the connection of the *water mills* corridor. Both of them are important design inputs for the accessibility concept of the project.

While **figure 1** shows the overall concept, **figure 2** is a representation of the overall actions, both of which have been discussed at length earlier in this report.

Figure 1:
The Concept Map

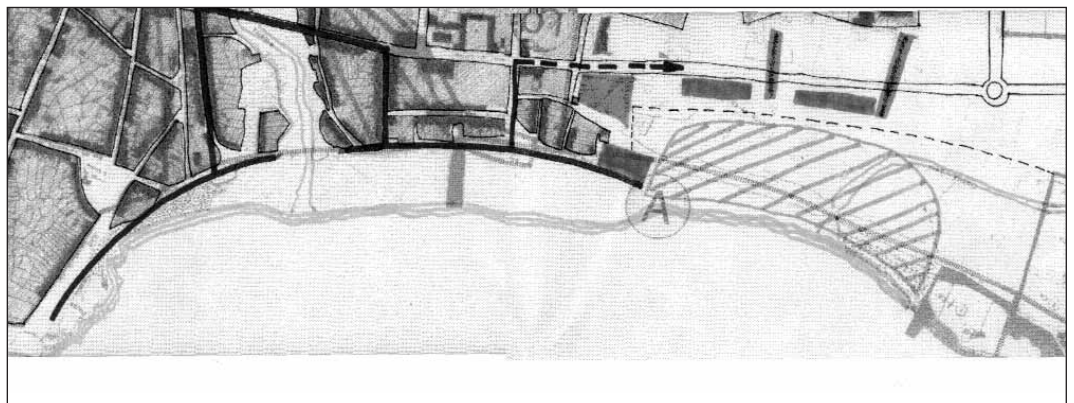
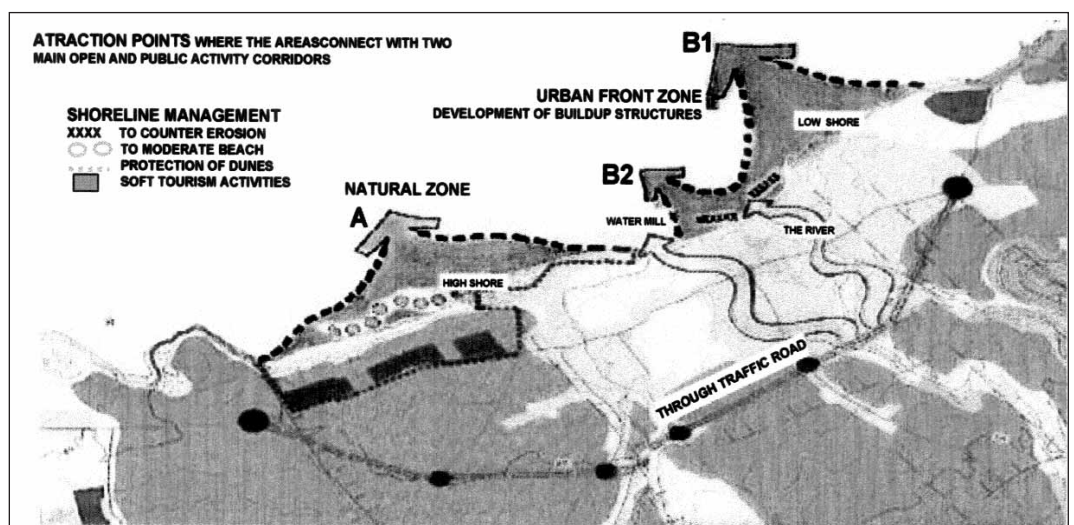


Figure 2:
The Overall Actions



Awais Latif Piracha, Thailand

3.3.3 GROUP B

Group B

Project:
The Town Market

Participants:
Carlos Balsas,
Portugal;

Zeynep Devellioglu,
Turkey, USA;

Khondker Neaz Rahman,
Bangladesh;

Juan Puy,
Spain.

INTRODUCTION

Ribeira Grande is a small but a very old town on the northern shore of S. Miguel Island. The town poses a very rich urban and architectural heritage. The site of the project was a traditional old municipal market and its surrounding neighbourhood. The site is delineated by the river on the eastern side, on the north is the seashore, shopping street Rua de Nossa da Conceição on the south and on the west is the open space for the new extension of the town. The market is used only twice in a week as vegetable, fish and cattle market. In the past it had a very important function, but nowadays, with the development of departmental stores the market is losing its importance.

OBJECTIVE

The objective of the intervention was set as:

- a. Commercial revitalisation strategy for the Town Market and
- b. Bringing back the rich architectural and cultural heritage of the area for the benefit of the surrounding community and the promotion of tourism.

METHODOLOGY

The planning methodology adopted was grouped into three phases:

Phase 1: Studying the area through SWOT (**S**trength, **W**eakness, **O**ppportunity, and **T**hreat) analysis.

Phase 2: Establishment of a Commercial Revitalisation and Urban Renovation Strategy.

Phase 3: Framework for Intervention and Proposals.

SWOT ANALYSIS

Internal Aspects of the Area

Strengths

- Focal point - the town market
- City centre location
- Mixed uses (living above the store)
- Bus Terminal
- Proximity to the sea front
- Architectural heritage & Beauty of the site
- Cultural and historical legacies (Water Mills)
- Availability of empty sites for development

Weaknesses

- Under-use of the market
- No commercial relations between the market and the main shopping street
- Lack of visibility of the reference points (market, water mills)
- Low permeability of the area
- Improper location of the cattle market
- Narrow streets
- Poor streetscaping
- Degraded housing

External Aspects of the Area

Opportunities

- New functions for the market - anchor for the neighbourhood
- Revitalisation of the neighbourhood
- Restoration and preservation of architectural values
- Opportunity for redevelopment and infill

Threats

- Low catchment area
- Development of new shopping centres
- Lack of complementary commercial
- Revitalisation
- Insufficient public intervention

COMMERCIAL REVITALISATION OF THE MARKET AND URBAN RENOVATION STRATEGY

The research questions were the following:

1. If a private shopping centre is a successful commercial development, what can the municipality learn from it in order to revitalize the existing town market?

The main characteristics of a shopping centre are:

- Good accessibility to consumers and suppliers
- Diversity of offers (products and services)
- Pleasant environment
- “Shopperteinment”
- Social gathering place
- Good management and promotion

2. How can the architectural and urban heritage and cultural legacies of the community be brought back to fit the need of the future?

The main features of the neighbourhood were:

- Intimate scale of the urban design
- Traditional design character of the buildings
- Use of well developed design details and construction materials in the outdoor spaces, like market, streets etc.
- Existence of traditional water mills and their link with the river.

PROPOSAL

a. To replicate the type of shopping centres development for the

public interest and well being of the community.

Accessibility - How easy it is to reach the area?

Goal: Increase mobility.

In order to enlarge the catchments area of the market it is proposed to maximize the opportunities for the car owners. Improving the road condition and creating parking places near the market can do this. Since it is a small town, good accessibility for pedestrians should be taken into consideration. The existence of the bus terminal gives credit to a reduction in car usage, i.e. decreasing environmental pollution. People from the surrounding villages can take the public bus to reach the market area. The market needs a specific place for delivering vehicles.

Amenities - How pleasant and attractive is the place?

Goal: improve and preserve the character and image of the area!

- ***Streetscaping*** - Replace and install new urban furniture to make the area more attractive and usable.

- ***Public space*** - Install appropriate pavement and provide green spaces; playgrounds and a convivial area where families can leave their kids while shopping and the older ones can spend their free time.

- ***Private space*** - Promote proper maintenance of building facades in the area.

- **Townscape** - Increase the visibility of the landmarks in the area (market, watermills) and make connections with the surrounding areas, through opening of walls, putting visual magnets at vital points etc.

b. To recapture the past in terms of urban design value and cultural heritage for the present and future use, a circulation and communication network was proposed.

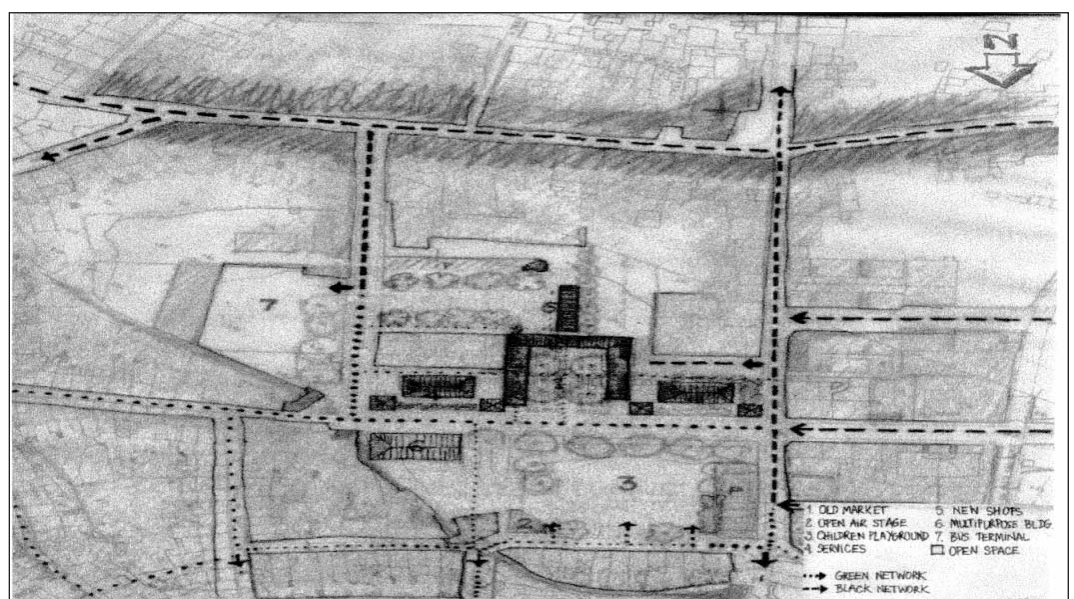
The theme is:

To differentiate the 'Black Net' and the 'Green Net' of the circulation system. The Black Net is the part of the system, which serves the heavy traffic movement, such as the main vehicular traffic route, the bus stand and the vehicle parking area. The Green Net was designed to facilitate pedestrian movement and social activities in and around the community. This Net ensures a better physical environment for this type of intimate neighbourhood. The Green Net comprises two

components. One is the road in front of the market, those inside the residential area and by the river. These roads are open to light local traffic but putting some design elements to safeguard the pedestrian movements. The second component of the Green Net is the market, the open space behind the market and the open space in front the market.

The actions are

- To open up some part of the wall on the southwestern corner of the market.
- Put few shops in the open space behind the market as a visual magnet for the people moving through and in front of the bus terminal.
- To remove the cattle market and convert it into a small community park.
- To open up a part of the wall on the north of the existing cattle market by



the side of the water mill, to connect the green open space with the pedestrian circulation system along the coast.

- To establish two car parking areas, one on the southern side of the present cattle market and another on the southern side of the open space behind the market.
- To build an open stage, few tables, tools and children playing facilities in the park.
- To convert the gymnasium into a multipurpose hall to be used as a pre-school centre, family planning training centre-cum-office, shelter during natural calamities etc.

Goals:

- To achieve a better physical environment for the pedestrian movement and
- To preserve the intimate development scale of the neighbourhood.

IMPLEMENTATION STRATEGY

Management - An organisation has to be formed by incorporating the

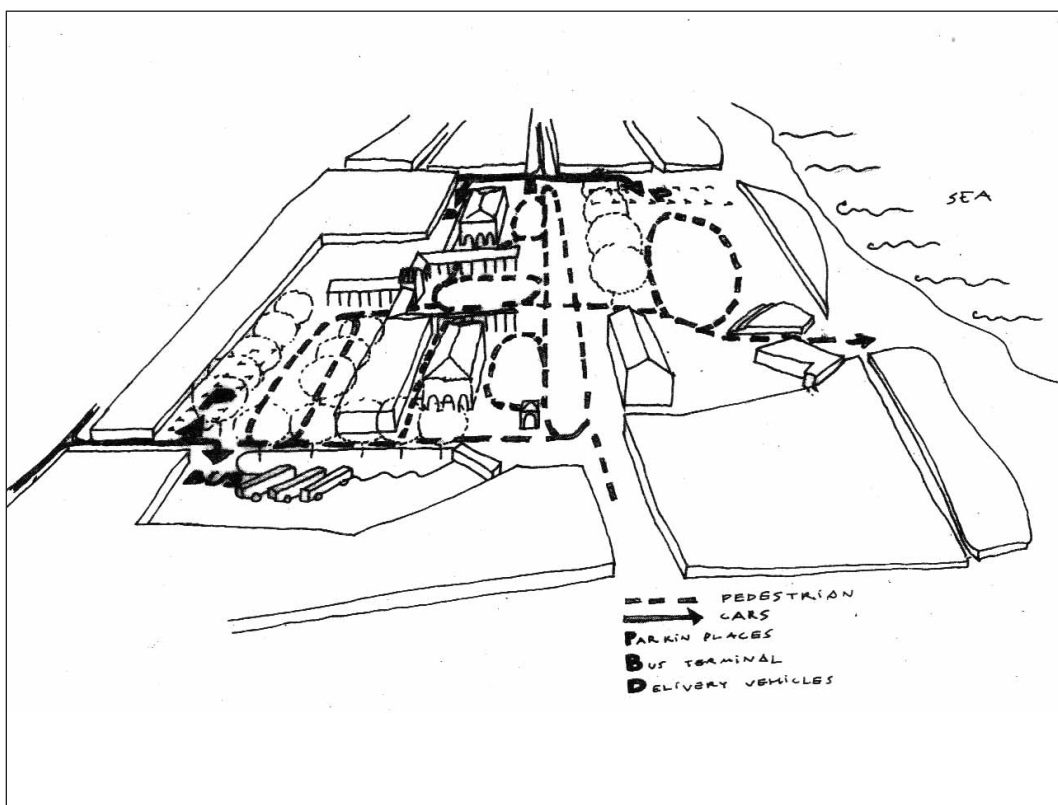
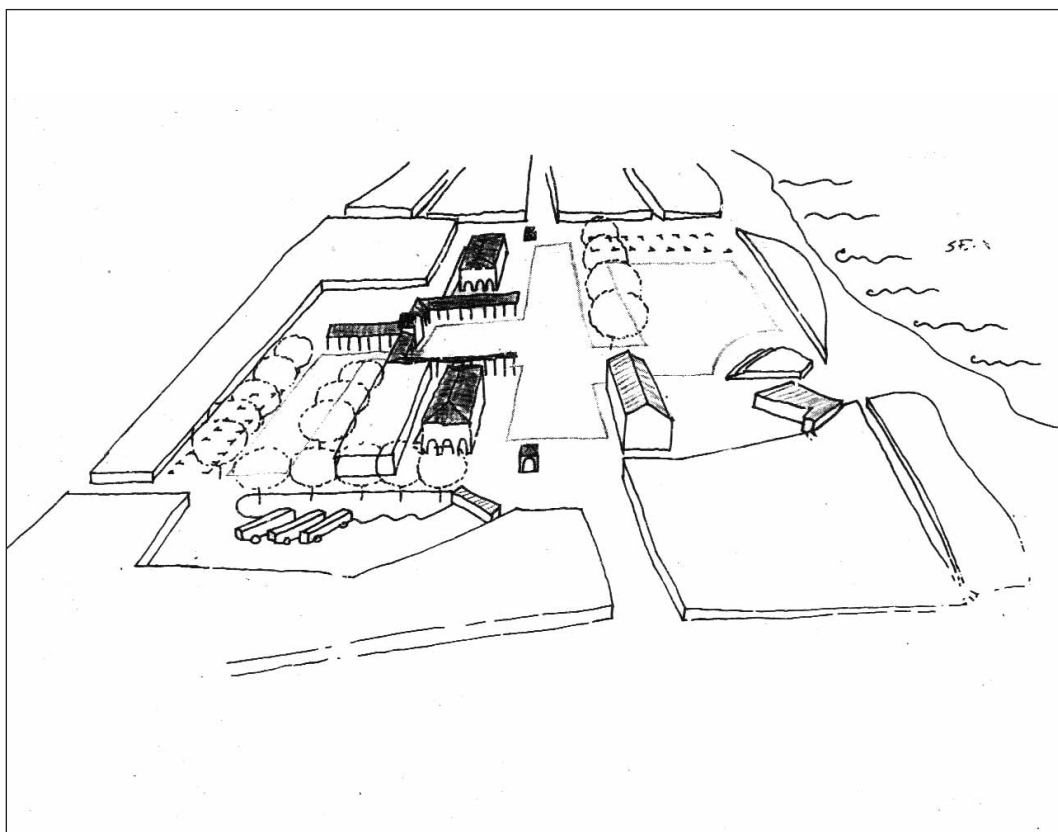
community members to manage and promote the plan.

Financing - Find sustainable ways to pay for the renovation and maintenance of the project and its animation.

Marketing - Develop a promotional campaign to make people aware of the advantages of going to the market and its surrounding.

CONCLUSIONS

The town market is the most important landmark followed by the open spaces and the water mills in the area. It is an old commercial establishment that does not work properly in order to meet the present demand of the community. If no intervention is carried out to restore it, the market will dilapidate and become obsolete in the near future. Implementation of the above proposals will help to revitalize the market and its surrounding for the continuity of the commercial activities and to keep the area alive for residents and visitors.



Khondker Neaz Rahman, Bangladesh

3.3.4

GROUP C

Group C

Project:

Ribeira
Grande –
The Image

Participants:

Ewa Balanicka,
Poland;

Mr. Garcia,
Portugal,

Giuseppe Occhipinti,
Italy;

Nupur Prothi,
India.

INTRODUCTION

Having visited the town of Ribeira Grande “the grand brook” it was evident that it was but a vestige of the image that it projected- the riverside gardens and scenic spots along the ocean were but a distant dream.

As part of this sub group, we aimed to study the needs and aspirations of the inhabitants to have named the town after the river that flowed through it and we further worked towards providing certain strategies to restore the town its lost image by developing the river front.

EXISTING SCENARIO

For the purpose of study the entire stretch of the river flowing through the town was hypothetically subdivided into four sections based on the landuses and activities taking place on the riverbanks.

Starting upstream, SECTION A consisted of country houses, small “Quintas” along the river that flows in a profound and narrow course in this section.

SECTION B consisted of eighteenth century houses that have a direct connection to the river. The river flows in a wider bed and the need for a stronger protection was observed here.

SECTION C was the stretch that signified the historical/monumental area with the classified church and city hall.

SECTION D was the culmination of the river into the sea and was an important area of intervention as it was threatened by the existence of unsightly shanty settlements that were high risk zones for their inhabitants as well as discouraged any use being attributed to this area as a result of their location. They were located atop an unstable earth mound that suffered from the weathering action of the river and was in a state of collapse thus risking several lives at the onset of the floods. Based on the above study of the existing scenario, a framework of the aim and objectives of the proposals was suggested:

AIM

To restore the lost identity of the ribeira grande by reviving the river-front as a major recreational spine.

OBJECTIVES

- To develop the Ribeira Grande as a central recreational spine of the city.
- To subdivide the river in order to propose different levels of recreational use based on the surrounding landuse existing or proposed.
- To provide detailed proposals for the junction of the river with the sea and to develop it as the culmination of the scheme.

The proposals that were suggested based on the above mentioned aims and objectives were put forward for

implementation in a phased manner and are as follows:

PHASE I

Renovation of the dilapidated residences by providing elevation treatment, low cost sewage treatment, as well as cleaning up the area surrounding the development.

PHASE II

Establishing the garden and employing the local resident population for its upkeep as means of employment.

PHASE III

Preparation of resettlement of the population residing in high risk areas.

PHASE IV

Shifting the population to the organised housing provided as an alternative.

PHASE V

Intensifying the development of the garden for recreational purposes of various levels.

By this phase-wise development it is aimed to restore to the populace of Ribeira Grande the image of the town with the clean river giving life to the series of watermills as well as historic gardens all along the way.

Nupur Prothi, India

3.3.5

GROUP D

Group D

Project:

Spreading area of the city of Ribeira Grande

Participants:

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Elbouazzaoui,
Morocco,

Erbatur Cavusoglu,
Turkey;

Fernando Pereira,
Azores;

Joana Pereira,
Azores;

David Vale,
Portugal.

THE SPREADING AREA

The spreading area of Ribeira Grande is located near the community of Ribeira Seca with occasional spare house occupation, few inactive industries and a big lack of sport and cultural activities. Ribeira Grande is also faced with the problem of land ownership and the municipality's limited financial resources needed to buy enough land for housing Programmes.

However, this spreading offers some advantages and has some potentialities to be improved such as:

- A good location and a proximity to the seashore.
- Existing architecture values that may help to promote and develop the image of the city
- The richness of the soil that could allow the implementation of a very good quality green area
- The proximity of this area to the centre and to Ribeira Seca may allow to implement easily a good junction between the different communities of the city
- A good accessibility to the area which is surrounded by the existing streets that permit a fluid car traffic
- The good morphology of this area should permit to implement easily and with lower costs the necessary underground services and infrastructures
- This spreading area could afford us enough land needed for the con-

struction of housing Programmes according to the needs of the population.

PRINCIPAL GOALS

The main purpose of the intervention could be resumed as following:

- Stimulate local settlements by trying to encourage several applications that may include settlement's facilities, rehabilitation of some existing buildings (the old factory for example), improve accesses to the city and namely to this area, etc.
- Attract visitors
- Support a Programme of "re-housing" according to the needs of removed people from the dangerous areas located in the centre of the city during winter
- Implement different social, cultural and leisure activities according to the lack of these kind of activities in this city.

PROPOSAL

In order to structure this area, to embrace the integration of this land and to produce a harmonious and adequate area, our group managed to elaborate different possible proposals. Finally we developed a proposal embracing the main goals that could offer to the city the best quality researched for this spreading area. The main elements of our proposal are the following:

- A recreation area (including a city park, sports centre, cultural exhibition centre, commercial axis, square, etc.) is foreseen the spreading area in order to raise the image of the city.
- There are three types of residential areas for different income groups including social houses to fulfil housing requirements of those removed persons from the old city centre
- Giving new functions to the old buildings in order to create an attractive centre (namely the old factory)

with minimum investments and costs

- Providing new street axis to be able to decentralize the density of inner city traffic.

Creating a transition and pedestrian axis between the coastal area and the residential area so as to improve the accesses and the relations to the sea.

*Mohammed Samir Elbouazzaoui,
Morocco*

3.3.6

GROUP E

Group E

Project:

Course / architecture
of water

Participants:

Timothy Goodwin,
USA;

Paula Pacheco,
Portugal;

Anabela Peres,
Portugal;

Kevser Üstündag,
Turkey.

INTRODUCTION

Located on the north coast of S. Miguel, *Ribeira Grande* is one of the most fertile regions of the Azores.

In the 15th Century, the natural resources, the fertility of the soil and the abundant waters attracted the first inhabitants. Due to this Ribeira Grande became the island's barn and a stream was built along with several waters mills to produce flour, which brought richness to the local people.

A natural reserve was stabilised around Lagoa do Fogo on the Água de Pau Ridge. The rest of the municipality is totally exploited by men. The highlands are used for cattle breeding and the lowlands for agriculture (passion fruit, cereals, tea and tabaco).

Ribeira Grande has kept its own identity from cultural, man-made, physical and natural heritage from the past through time. The identity of Ribeira Grande also gives the people opportunities to improve these elements for liveability.

OBJECTIVE

With the production of cereals came the milling, which took advantage of the motive power produced by streams of the existing brooks to move water mills. Since there are still some good example of these engines, it was important to return the mills to the inhabitants of Ribeira Grande.

PROBLEMS

During our town visit several problems were observed:

pollution of underground canals by:

- sewage;
- households chemicals;
- risky areas;
- lack of pedestrian accessibility;
- insufficient public space;
- misuse of canal green areas;
- decreasing of the city image.

FIRST IMPRESSION AND IDEAS

The first idea that came up was to connect the rich heritage of this city to the future to carry all existing values to future generations in a sustainable way. The second impression we had was to use all values that come from the history of water, river and activities, to make access to the link blue line from history with the green line from the brook and activities from the identity of Ribeira Grande.

The proposals presented are the result of two days of work and a very interesting walk around Ribeira Grande and our adventure in discovering water mills, not only the five water mills given in the workshop project paper but six more were discovered by this working group.

PROPOSALS

All water mills along the stream have different uses and activities depending

on the area. The idea is to have multi-functionality and different intensity (high, medium and low) depending on area and surrounding.

These proposals include the maintenance of the actual function, when already having changed their use (offices, small factories, homes) or if still working as a water mill. The option of changing their use completely is chosen when the state of conservation of the buildings demands it or when its location allowed new kinds of uses. Those changes should be linked with the existing activities of the city and areas within the city.

- Back to the Future

The restoration of mills near educational and touristic facilities, giving them the old milling use and adding new activities like an internet house, a living museum, bakeries or even a tea house, will bring traditional ways of life to new technologies connecting the past with the present and thus improving the city image for local people and tourists and the attractiveness of young people for the past of their city and old people for the future of it.

- Using the canal - linking multi-proposals for Ribeira Grande

Some of the mills, that can have their functions completely changed,

could work with clean technologies called “eco-tech” as flood control points or with irrigation systems for the agricultural fields upstream.

The rehabilitation of the green areas around and along the canal and the construction of a pathway along it would give new public areas, pedestrian accessibility and the possibility to organised bicycle and walking tours.

This pathway should be linked with friendly streets (pedestrian ones), commercial areas as the market, and to the larger areas near the brook in such a way, that tourists and islanders could contact the cultural heritage of the city and its natural values. To maintain the structure of the old city at a human scale as the city grows, festivals (flower, gastronomic, handicraft) must be organised! The proposals presented for these water mills and surrounding area should be worked out very closely with other interventions in the city, especially with the market and the brook area. Any kind of intervention or intention should have public participation, because it is them, the inhabitants of Ribeira Grande, that should decide what city they want. A city for the future with a past or a city without history.

Anabela Peres, Portugal
Paula Pacheco, Portugal

3.4.1

REPORT BY THE YOUNG PLANNERS' COORDINATORS

Historical/Contextual Background

The city of Ogaki is located about 45 km from Nagoya. The population of Ogaki is about 150,000. Because of the locational advantage and abundant ground water, the city established its position as one of the major manufacturing centres in the region by inviting large textile factories. Until around 1970, thousands of factory workers, most of them young women, used to come from the countryside every year. The city was economically affluent and demographically full of 'young energy'.

However, as most industrial cities in the developed countries, the city has been losing its competitiveness as a manufacturing place mainly due to increasing wage rates, which is higher than that of developing countries. An increasing number of factories have moved their production activities abroad, reduced their production or changed activities since then. About 60ha of land for textile factories are located in the central part of the city. With the current pattern of economic transformation, one of the big issues the city faces now has been future uses for large sites blighted and abandoned.

The second major change has also been occurring in the central part of the city. The major mode of transportation has changed from train to car. People have moved out from the central areas and several shopping

centres have been built along major roads which surround the city. Because of the advantage of accessibility, suburban shopping centres have been gaining customers who used to otherwise come to the central shopping areas of the city. Many buildings in the central shopping areas are old and they have to be rebuilt within ten years or so. The city government helped land owners in redevelopment in various ways. The physical environment of the area has improved, but population out migration trend has been difficult to reverse. Thus the second major issue has been the maintenance and revitalisation of the central conviviality.

Field of Study

Site A: The central shopping area, which spreads along the main street, south of Ogaki Station

Site B: Toho Rayon Factory Site: Toho Rayon is one of the big textile companies in Japan. About 110,000 square metre site was closed in 1996. The site is located within the factory areas north of Ogaki Station.

Tasks

1. Identify the problems in the areas
2. Identify major risk factors, which affect the future of the area
3. Make scenarios for sustainable development
4. Design planning process to achieve the goals if possible

Conclusion

Thanks to good preparations of the LOC and to the point presentations of the Gifu Prefecture and Ogaki City officials, the workshop participants were able to gain a fast insight in the problems and questions to be tackled. They worked in three groups on the following subjects:

1. Commercial area upgrading
2. Reuse of abandoned industry sites
3. Overall approach and relation to risk management.

It was again a wonderful experience to see how much creativity and knowledge can be generated from eager Young Planners in a two-day event.

The Japanese participants were all working very positively in the groups and gave good information about the background of the Japanese culture and planning systems. They were open and contributed strongly to the solutions proposed by the working teams.

The positive side of different languages is that everybody has to explain well what he/she means and speak in clear,

short and to the point language. It even improves communication, if translation forces the speakers to formulate short and clear messages.

After an inventory round, in which all participants could give their main ideas, Group 3 came to a well-structured 3-step approach in no time:

1. the strategic base
2. an excellent example illustrating the strategic approach
3. a risk analysis scheme in which the main points of the first analysis were incorporated.

Groups 1 and 2 were similarly successful in considering their brainstorming sessions into clearly structured outputs. We would like to thank the Gifu Prefecture and the City of Ogaki for giving this opportunity to the Young Planners of ISoCaRP and the Young Planners for their dedicated contribution.

*Hein Struben
Detlef Kammeier
Tatsuro Sakano
Hari Srinivas*



3.4.2

GROUP 1

Group 1

Project:

Revitalisation of Central Shopping District, Ogaki

Participants:

Zeynep Devellioglu, Turkey;

Paula Pacheco, Portugal;

Takahiro Domen, Japan;

Hiroshi Minoura, Japan;

Anshu Sharma, India.

Co-ordinator:

Tatsuro Sakano, Japan

Advisor:

Katsuaki Hirai, Japan

Introduction

The central shopping area, which spreads along the main street, south of Ogaki Railway Station, has been witnessing major changes over the past years. People nowadays tend to use the car instead of the train. People have moved out from the central areas and several shopping centres have been built along major roads which surround the city. Instead of going to the city shopping areas, people go to the suburban ones since those are closer by and easier to reach. Many buildings in the central shopping areas are old and they have to be rebuilt within ten years. The city government helped landowners in redevelopment in various ways. The physical environment of the area has improved, but population out migration trend has been difficult to reverse. The major issue is the maintenance and revitalisation of the central conviviality.

Push and Pull Factors

The basic concern in the area is that of people moving out from here to the suburban nodes. The major reasons for this outmigration can be broadly identified under the two heads of 'push' and 'pull' factors.

The push factors, or factors leading to the repelling of the populace from the central shopping district are a cyclic pattern. Due to high density and traffic congestion, parking has become a

problem, and high fees are charged for parking in the area. However, the general population now prefers to move by car only, so they prefer to go to suburban areas. With lesser customers, the profits in the central district are decreasing, and as a result no young people are willing to stay and work here. The old shopkeepers who are left behind feel a lack of vitality in the area, and there is no renovation taking place in the area. This leads to lower attraction to this area, and still lesser customers come here. Besides, the railway line to the north is proving to be a constraint to the physical spread of the area. The proposed large commercial centres in the north may in fact detract still more of the existing customers from this area.

The pull factors, or factors attracting the populace to the suburbs include low land price, abundant vacant land, wide roads, big and free parking areas, larger shops with abundant merchandise, and development of housing and public facilities such as halls, playgrounds, libraries and art museums in the suburbs.

Risks and Opportunities

As a result of the current trends, the most critical risks observed in the central shopping district are old structures, old population (leading to lower vitality), dilapidated infrastructure, competition between the centres to the north and south of the railway line,

and finally and most importantly, the abandonment of the area by the customers as well as the young residents and working population.

On the other hand, the area also offers a number of opportunities, or resources. These include natural resources such as the river and parks, historical and cultural resources such as the castle and shrine, prime location of the city within the region and the district within the city, and proximity to the railway station which gives the area prime accessibility to tourists by foot. Besides, the area is frequented by people with high spending power, and has great potential for high-income group recreational activities. The generalised nature of the area, with multi-use functions and a number of activity options give it an edge over the specialised suburban shopping centres.

Scenario for Sustainable Development
The key to sustainable development in the area is the proposed approach to redevelop it as a 'inter' promotional multi-activity zone. The four basic functions, those of commerce, residence, recreation and heritage would collectively act to give the area a definite image which would project it as a hub of all these lively activities. Each activity would help promote the others and would in turn be promoted by all the others.

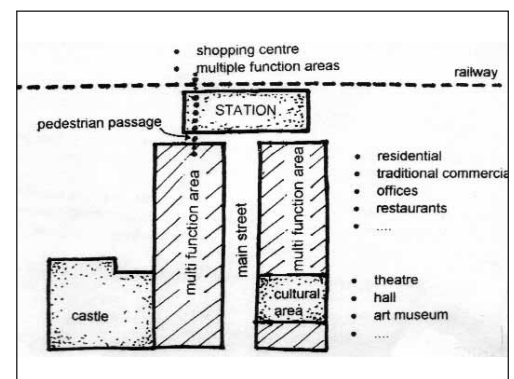
Planning Process

The physical development plan would need to be backed by measures for promotion of proposed activities. Provision of economic motivators like

subsidies and tax benefits can also help in attracting more activities to the area. A management plan would be required to make the area function more efficiently.

This could include pedestrianisation of the area on weekends and holidays. The management and financing functions for the proposal would be handled by a joint sector enterprise comprising governmental and private agencies.

The physical development of the area in the proposed manner can be schematically presented as follows:



For implementation of the project, two major approaches are proposed:

1. to develop the area block by block; and
2. to attract big companies to the area to create a new image.

In the first alternative, a number of design proposals would be invited through a competition, and the local people would be consulted for arriving at the final design.

The redevelopment would basically be done in modules of 4 equal units, with

one unit for a mega-building having commercial and office functions, and the other three units with shopping/restaurants on the ground floor and residences on the upper floors. Sufficient parking space would be provided within the modules, through 'in-building parking provisions.

The owners would be given a partial grant by the government for reconstruction. The remaining finance would be met by the resources from the mega-building and by the owners. A society of the owners would look after the management.

The second alternative would be to invite big companies to construct their office buildings in the area... BUT... on the condition that they reconstruct a residential building in the area. As an incentive they would get tax benefits.

The new activities in the area and the old area redevelopment would make the commercial district much stronger. It will provide a new image right outside the Railway station, like a new door to an old city. This image should be improved and maintained by the settlement of young people, and the introduction of new and more activities. At the same time the traditional trade should also be encouraged.

Whatever alternative is adopted, it would lead to revitalisation of the central shopping area, and overall economic growth of the city. The future vision of Ogaki is one of modern vitality with integrally imbibed traditional and cultural values, which shall always look upon the Ogaki Castle for the same inspiration that it gives to this vision.

Anshu Sharma, India

3.4.3

GROUP 2

Group 2

Project:

Reuse of abandoned
Industry Sites

Participants:

Ali Asgary,
Iran;

Adem Erbas,
Turkey;

Ken-ichi Ishibashi
Japan;

Mfaniseni F.
South Africa;

Vincka Struben,
Netherlands

Co-ordinator:

Detlef Kammeier,
Thailand

Advisor:

Keiji Shinoda,
Japan

Although Japan is one of the highly developed countries in the world, the industrial decline that is hitting the whole of western as well as Eastern Europe has not found an exception with it. Numerous industries have been closing down since the late 1970s. The de-industrialisation process is causing a shift from productive investment (investment in plants) to speculative investment (services: banking, insurance, stock exchange, etc). This shift which has been designated as post-industrialism, has numerous negative effects to the economies of these countries.

- It has caught many of these countries off-guard. Some of these countries albeit having technology, are not sure and clear about what they must do in order to respond to these changes.

- The service sector poses a very high risk area of investment since it is volatile, unstable and demands a high competitive advantage (the ability to cope using intellectual innovativeness rather than natural resources).

- De-industrialisation decreases jobs through factory closure, retrenchments or downsizing without necessarily creating as many jobs in the service sector.

- The competitive nature of the service sector poses the formidable task of

training and retraining employees to cope with new job demands of the service sector.

- The loss of jobs calls for a creation of a new innovative environment that is conducive for entrepreneurial enterprising of those employees who have left jobs. This could come in the form of creating support systems: finance, training, monitoring, etc.
- The decline of traditional manufacturing areas often poses an environmental risk to the neighbourhoods.
- The collapse of economic vitality of these areas stimulate movement of people and capital to other areas.
- The property values drop as the area become less attractive to investors and the area eventually declines into emptiness and idle use of resources.

These compelling conditions have created risks and concern to most of the developed countries. Ogaki, a verdant and beautiful city situated in the Japanese heartland (Chubu region), a centre of cultural and commercial exchange between eastern and western Japan is one of those cities grappling with the economic pathologies of industrial decline.

Background of the City

Ogaki is situated in the middle of Japan, 410km from Tokyo, approxi-

mately 146km, south of Osaka and 44km from Nagoya. It is part of the Gifu Prefecture (one of the 47 prefectures of Japan) with a population of 152 000 (second largest city in the Gifu Prefecture). Because of the locational advantage and abundant ground water the city established its position as one of the major manufacturing centres in the region by inviting large textile factories. Until around 1970 thousands of factory workers, most of them young women, used to come from the countryside every year. The city was economically affluent and demographically full of 'young energy.'

However, since the 1980s the city has been losing its competitiveness as a manufacturing place mainly due to increasing wage rates, which are higher than those of developing countries i.e. Thailand, China, etc. An increasing number of factories have moved their production activities abroad, reduced their production or changed activities since then. About 60 ha of open land spaces and/or abandoned textile factories are located in the central part of the city. These areas have lost about 30,000 jobs and the city faces population decline and loss of identity as a city of manufacturing. With the current pattern of economic transformation, one of the big issues the city faces now has been future uses for large sites which are blighted and abandoned.

Several shopping centres have been built along major roads with surround the city from the central areas. As a result, people in the city have shifted from train to car transport.

Suburban shopping centres are gaining customers who used to otherwise come to the central shopping areas of the city. Many buildings in the central shopping centres are old and they have to be rebuilt within ten years or so. The city government has helped land owners in redevelopment in various ways and the physical environment of the area has improved. However, the population out migration trend has been difficult to reverse. Therefore, the second major issue of concern has been the maintenance and revitalisation of the central conviviality.

The Big Question is: What kind of activities should take place in these abandoned areas?

Group 2 of the Young Planners (YP) workshop came together to study these areas. After studying the problems and conditions of the areas, the group explored a number of options/alternatives. The options explored were three: commercial function, industrial function and information function.

Option A: Commercial function

In this option it was realised that:

- Commercial activities would affect the city centre and make the situation worse
- It will pull activities to the these areas and result in reallocating employment from the city without necessarily creating new jobs
- It will create unnecessary competition with the city centre
- It is an option that is not linked to the regional strategy

Option B: Industrial function

The second option was also found to have certain drawbacks. It will:

- Result in loss of impetus for stimulating growth in these areas because of the general decline in this sector worldwide
- Create numerous risks and sustainable development would not be achievable

Option C: Information function

This option although demanding in terms of technology and management was the preferred alternative under the circumstances of Japan.

- Japan and certainly Ogaki is fully grounded in the information technology
- Ogaki has the existing advantage of having an information centre, Softopia (a centre which promotes intellectual infrastructure)
- There is the need to fully utilize the potential and information resources available in the area

In order to utilise this resource the group decided that basic principles and activities should be identified.

Basic Principles/Frameworks

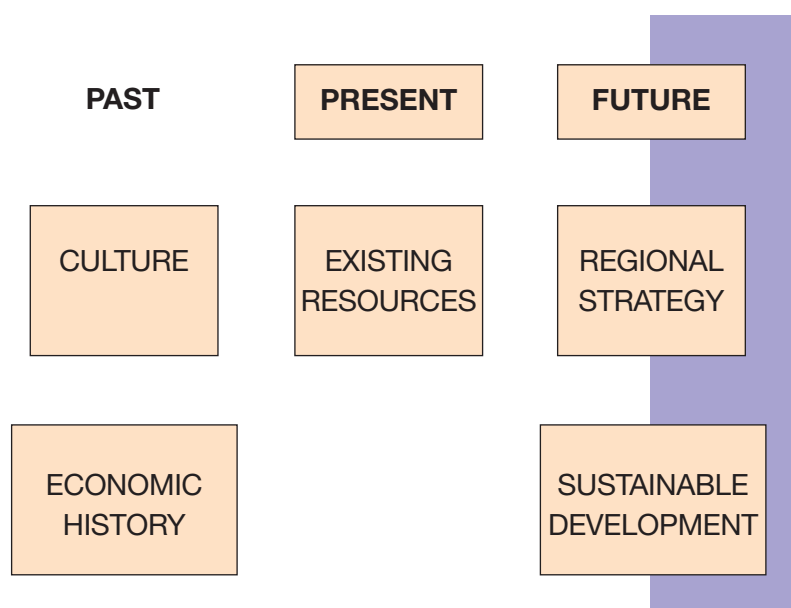
These principles stipulate that the development of these areas should integrate the past, present and future of the area. This area has a rich economic and cultural history of development that dates back ages ago. This area is known for its castle, textile manufacturing, water and cultural festivals. The group found this to be a resourceful endemic aspect of this area that could be translated into

future development of the area. From the area's rich culture information related activities can be generated in these areas by developing i.e. computer design for traditional clothing, art, architecture, etc. This could be actionably used to convert what is productive textile production to service textile design and modeling through information manipulation. By so doing jobs would be kept, people would not move and the economic history of the city will be restored.

From the present condition of the city, a number of resources were identified which can ably be utilised to revitalise the development of the city. There are resources such as plenty of quality underground water, Softopia, infrastructure, Suitopia and educated human resources. The group proposed that these resources could be used and explored for the benefit of the city. However, the central point of convergence for all activities is the information centre- Softopia, Japan.

The group further realised that the future of this city lies in the development of activities that have a clear foresight of the vision of the regional strategy and sustainable development. The regional strategy of this area is oriented to the information age which shall dominate the 21st century.

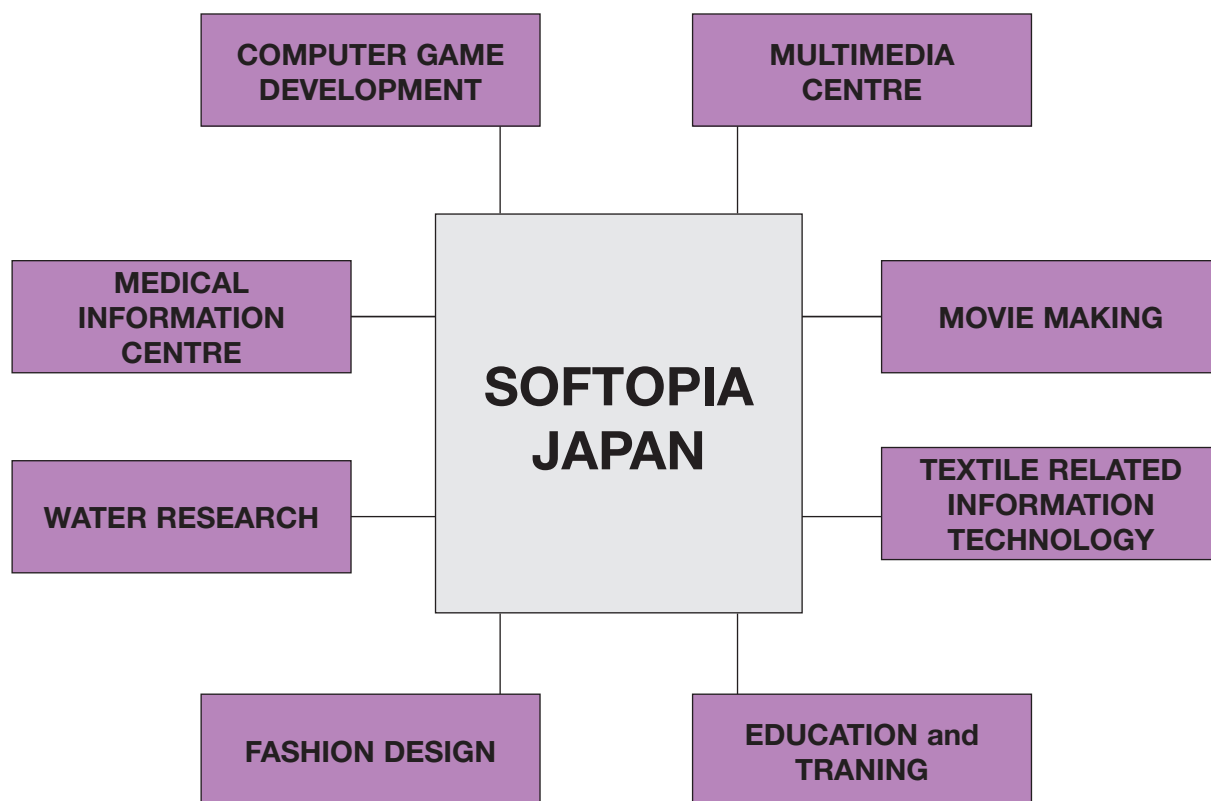
And to bring about sustainable development of a city, it is important to develop activities that are geared to the future paradigm of information age.

BASIC PRINCIPLES/FRAMEWORK

A number of multifaceted activities were suggested in these areas: computer game development, multimedia centre, medical information centre, movie making, water research, fashion design, textile information technology and education and training. The list is inexhaustible. However,

what is illustrated is that all information related activities can be developed in these abandoned areas as a substitute, an initiation and restoration of the vitality of these areas. All the activities shall draw their strengths from the advantages that already exist in the areas and be linked to Softopia.

PROPOSED ACTIVITIES



Mfaniseni F. Sihlongonyane, South Africa

3.4.4 GROUP 3

Group 3

Project:

General Issues and
Relation to Risk
Management

Participants:

Manu Gupta,
India;

Mio Kusase,
Japan;

Francesco
Martinico,
Italy;

Sonja Mitrovic,
Yugoslavia;

Mohammad Atiq
ur Rahman,
Pakistan

Co-ordinator:

Hein Struben,
Netherlands

Advisor:

Atsushi Hashimoto,
Japan

The group task was to address general issues in order to define a planning strategy for Ogaki City. The analysis was conducted on the basis of data provided by city and prefecture officials in a limited amount of time. As a consequence, only a limited number of general issues were addressed.

About Ogaki

Ogaki City is part of Gifu Prefecture, a region located in the central part of Honshu, the largest of the four main islands of Japan. The main cities of this Prefecture are located in a large plain and they are well connected with the rest of Japan. These are some of the main assets of the region, which has a relevant historical background of manufacturing activities.

Ogaki City has also a strong tradition as an industrial town. Textile industry was one of the traditional manufacturing activities of the city. The location of these factories was due to the abundant quantity of water.

However, in recent times these labour intensive activities were relocated in countries with lower wages and they were partially substituted by new manufacturing ones. As a result the industrial image of the city is weakening and a relevant number of factories left their facilities which are now available for redevelopment.

Apart from the industrial heritage, one aspect that emerges constantly is the

attention for the cultural and natural heritage. People in Ogaki are very proud of it, in spite of the fact that this heritage has been severely affected by human and natural events (war floods etc.).

Major Issues

The main issues, thus emerging from the present situation in Ogaki City are as follows.

The adverse effects of closing down/shifting of textile industries have been on the local economy as well as on individual citizens. The city now needs fresh alternatives which can provide new employment opportunities to the citizens. What needs to be done therefore is to take appropriate steps of making Ogaki City attractive for investments.

The second issue which emerged during the meetings with City and Prefecture officials was the decline of the inner city area.

Within the city fabric, there have been changes observed between the inner city and the outlying areas. This trend is mainly due to the strong outmigration of population toward new suburban residential areas. Due to gentrification effects, the old inner city area is losing its charm and attractiveness while activities, especially commercial, are shifting to outlying areas. As a result, fewer people now visit or live in the inner city. The issue therefore is to stop further gentrification as it would

have a very negative repercussion in the long run.

While it is clearly evident that Ogaki's image as a industrial city is weakening, there is need to develop a future vision that can guide all development for the entire city and forms the basis of marketing the city to investments.

Analysis

The analysis conducted on recent municipal planning policies shows a strong orientation to favour the needs of business activities in order to attract them in the area. The policy of Ogaki authorities is already directed toward the promotion of information technology. One of the most recent examples was the establishment of Softopia Japan in Ogaki City, according to the Prefecture policy of promoting visual and information industries in the area. This is an international research and development centre for software and other information oriented technologies which is part of a network of other research centres for advanced technologies located in the Gifu Prefecture. This policy is connected to a larger vision of the Chubu region of which the city is a part.

New shopping centres are being planned in various parts of Ogaki City. While such activities do attract investments, the profit generation in these cases benefits only a few. However, since their existence is inevitable, there is a need in Ogaki City to make allocations of land more judiciously so that it benefits all citizens.

There are some aspects of the munic-

ipal strategy that need to be strengthened. There is a need to combine all future development activities in a more coherent manner so that they contribute to the vision of Ogaki City more effectively. The first one is the search for a more balanced relationship between profit and spatial management

Issues related to the location of economic activities can play an important role, especially in a congested area like Ogaki. The wrong location of activities which have a considerable impact can endanger not only the interests of different social actors but also the possibility of economic success for the same activities.

The second point is the need of moving from a piecemeal approach to a coherent overall planning strategy. The present policies seem oriented to solve single problems with specific projects. On the contrary, single issues need to be addressed taking into account their consequences on the overall urban structure (accessibility, environmental issues etc.)

The third point is the need of incorporating into the planning strategies not only the interests of stakeholders like companies. Inhabitants of the inner city, young people etc. should be included. Some of these issues seem to have been set aside. The weakening industrial image of Ogaki City has had a varying effect on different interest groups. Likewise, all future action should provide to benefit the city as a whole as well as all interest groups in particular.

The last issue is about planning tools which seem to be inadequate for market needs. It seems that planning tools are too slow to follow frequent changes of the market. Development, especially land readjustment has also been adversely affected due to inadequacy of planning tools. Efforts should be made, to the maximum possible extent to streamline the procedures thus enabling more smooth future development. An example is represented by the difficulties in implementing the redevelopment of the central area.

Strategy

The future direction of the city is based on the inherent potential the city possesses. Marketing Ogaki city therefore should be based on its position in the wider Chubu region, some of its potential natural resources and the rich cultural activities for which it is known.

Clearly, the city may serve as a city of:

- **Information technology for** creating new work opportunities.

Following the policy started with Softopia the planning policy has to attract more activities related to this field. The availability of land of the dismissed textile plants and the good accessibility mainly due to efficient railway system are the key elements for this strategy.

- **Water which** may be used potentially as a source of recreation, research as well as business.

Water has played an important role in the history of the city both in a positive and negative sense. Water has still

undiscovered potentialities, which have to be explored. While in the past water represented input for mature manufacturing activities (like textile industries), nowadays a new strategy is needed. Water can be used as input for both leisure and “knowledge oriented” activities (like research on water management and future usage of it).

- **Culture for revitalising** the city inner areas and providing an image for the city as a whole.

The downtown area of Ogaki has been completely transformed and it has now a modern aspect. However, the positive feeling toward its cultural heritage is still alive, as it is shown by the importance of religious and traditional festivals. This element has to be stressed in the future strategy also by physical planning. The redevelopment of the inner city has to take into account this element, for instance by proposing infrastructure for cultural activities.

The concept therefore is to develop the city using the potentials by cleverly combining tradition and innovation in strategies. The proposed strategy for Ogaki City is aimed to “market” the city in order to reverse the trend toward a decline of its industrial heritage.

An Application

As an example of suggested strategies, the following activities may be planned. The proposed application gives some hints about accessibility and the usage of broad zones.

The starting point is the consideration

that the existing east west railway corridor represents an important asset for the urban structure.

Accessibility to the inner city from outlying areas may be enhanced by developing this corridor. Derelict industrial areas are located along the railway corridor. Two of them have also been provided with rail sidings. Since these lands are going to be new centres of development, a railway corridor that provides ready access to these lands would enhance their accessibility and therefore their viability for any planned use.

This line was used in the recent past for transportation of manufactured products. It could be redesigned since it is now used mainly for people transportation. This means that the freight handling areas and old tracks are now available for a different usage.

Moreover, the line intersects one of the main roads that connects Ogaki with the region and these intersection points could be used for creating exchange nodes for multimodal transportation (train + car + bus). It crosses also the river Kuise where recreational facilities have been already planned.

Broadly, the area along the corridor may be divided into three zones, the Eastern part of the town, where the newly constructed Softopia exists, would be meant for uses that pertain to information technology.

The central area would be used mainly as the cultural as well as commercial centre of the town, promoting active citizen interaction and participation in revitalisation.

The western zone, wherein there is strong potential for use of water, may be developed as a water theme park providing water based research, recreation and business activities. The Tohorayon plant could be used for these integrated activities connected in a broad sense with the presence of water. The dismissed factories would be redeveloped, in subsequent stages according to future needs.

All three zones would be integrated by a common movement corridor, namely the east west rail line. Along the line there will be existing and new developments which can be easily accessible not only by the existing railway but also by new transports systems, like a tramway, which could use the existing tracks. The mass transport systems have to be strengthened, not only to reduce pollution but also to make the entire area easily accessible from a vast region. This element could become an advantage considering the relevant level of traffic congestion of the area.

Evaluating Risks in various Applications

The last suggestion was a general framework for evaluating the risks connected with the proposed strategy. Any activity planned on a large scale and which has long-term implication is bound to pose an element of risk.

Suggested actions or projects for Ogaki City need to be evaluated against various kinds of risks.

A framework which evaluates each proposal against the following possible risks would be useful.

The risks of following the market forces, which could result in short term gains only.

Accessibility and location of proposed development as the principal determinant of its viability.

The risk of taking crucial decisions which could have varying implications on the project itself.

The likely impact on social structure and environment.

Francesco Martinico, Italy

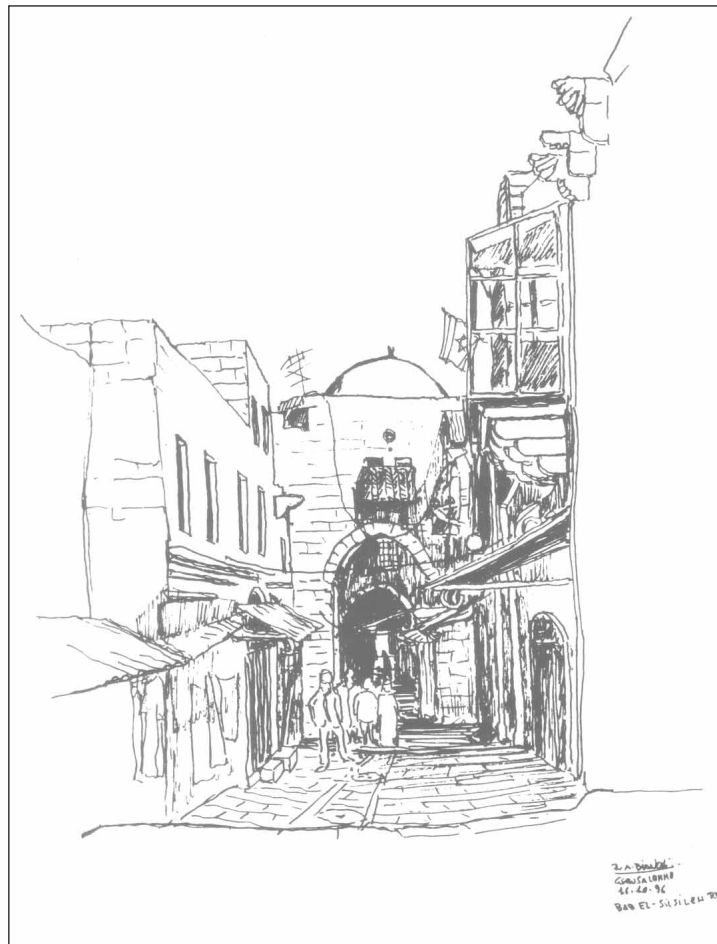
3.5

JERUSALEM, ISRAEL

6th Young Planners' Programme

Jerusalem, Israel

13 - 18 October 1996



MIGRATION AND THE GLOBAL ECONOMY

Planning responses to disintegrating patterns and frontiers

3.5.1

REPORT BY THE YOUNG PLANNERS' COORDINATOR**Introduction**

The 1996 Young Planners' Workshop focused on the topic of '**Design Quality of a Place of Encounter**'. This Workshop was a pre-congress event of the 32nd Annual ISoCaRP Congress that was held in Jerusalem, Israel. The Mamilla project was the site chosen to apply this year's topic. Mamilla is a neighbourhood located between the Old and the New City of Jerusalem. As a former border area the neighbourhood experienced substantial deterioration over the years. This neglect by the authorities ended in 1979 when a renewal plan developed by the architectural firm of Moshe Safdie was approved. The plan includes four components: an exclusive residential area, an upscale commercial mall, a five star hotel zone, and a parking facility. Although the site is already under construction, the plan and its location served as an excellent point of departure for discussing a wide range of planning and urban design issues.

The Mamilla neighbourhood is a potential microcosm of the city of Jerusalem. Because of its site on a strategic axis connecting the eastern and western parts of the city, the neighbourhood could serve as a meeting place between Arab and Israeli; Jews, Muslims and Christians; secular and religious; rich and poor; residents and tourists. The task of the workshop

was to address the dilemma of how space can provide the means or can obstruct the bridging of different communities. Considering the complexity of a city like Jerusalem this was a particularly challenging exercise.

The Workshop was conducted over an intensive two days, in which the participants were divided into four groups. Each group, whose members represented a range of countries and cultures, used different work methodologies and planning approaches to deal with the dilemma at hand. For example, one group preferred to deal with the planning process itself more than the physical plan, while another group decided that a different site in the city would provide a more suitable environment to achieve a place of encounter. Accordingly, the final presentations are diverse in both content and presentation style.

On behalf of all the participants, I would like to thank Dina Rachewsky, Shlomo Hasson and David Amiran for their interesting presentations; Moshe Safdie's office for providing the work space and materials; and Ilan Solomon for his help in coordinating the Workshop. Special thanks also go to Hein Struben, Chaja Heyning and Ronni Ellenblum for leading the Workshop and for their enthusiasm that made this exercise so enjoyable.

3.5.2 GROUP 1

Group 1

Project:

Society and Space

Participants:

Sven Axt,
Germany;

Roger Behrens,
South Africa;

Barbara Benson,
Israel;

Svetlana Dimitrijevic,
Yugoslavia;

Sirin Gülçen Eren,
Turkey;

Andreas Schneider,
Switzerland

Introduction

This workshop had all the usual ingredients: varied collaborators, each with specific backgrounds, insufficient information and little time, as well as a loosely defined task. With regard to this last point, it was particularly unclear whether our goal was to undertake a specific critique of the Mamilla Project or to develop a general interpretation of 'designing a place of encounter'.

The following describes our interpretation of the subject.

Background

The Mamilla Site is located on what was, until 1967, the borderline dividing between the western (Israel) and the eastern (Jordan) part of Jerusalem (see Figure 1). This situation caused the economic and social deterioration of the area. After the Six Day War, and the consequent reunification of the city, most of the land in the area came under state ownership. Other than provisional uses, such as a bus depot, it became a deteriorated and mostly vacant area.

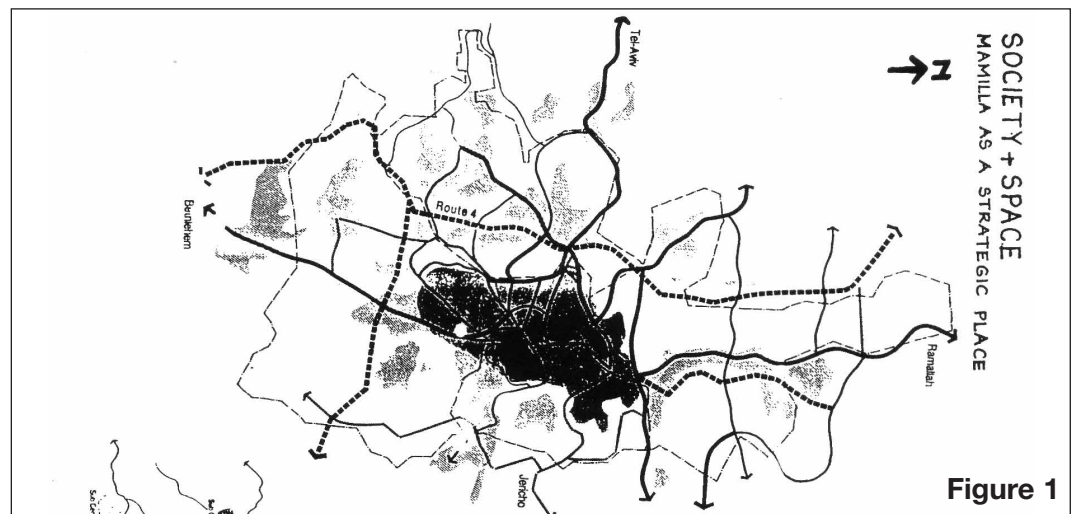


Figure 1

Mamilla is an important site in the urban development of Jerusalem in a threefold sense:

Economically, the site is located between the old city, a hotel strip and the central business district (CBD);

Geographically, the site is situated on the old but still important road axes to Tel Aviv, Gaza and Bethlehem;

Socially, the site is still a border between rich and poor, between Jews, Muslims and Christians. All of these make Mamilla a strategic site in city development, not only as a prime location in the urban structure, but also in its potential to provide a spatial bridging function in society.

Working Report

Our group focused on the 'social process' behind the design. Quite early we agreed that physical patterns are overwhelmingly influenced by the underlying socio-economic processes, especially in a place like Jerusalem. In this city it would be naive and dangerous to talk about architectural urbanism without having an idea about the city's societal roots and political reality. Consequently, our methodology was mainly discussion, instead of design. Hereby, one could differentiate the following three phases:

1. Defining Stakeholder's Objectives

In order to understand city development, we needed to have an idea about the actors involved and their

aims (see Figure 2). On the one hand we tried to identify the important stakeholders involved in Mamilla's development. On the other hand, we identified different categories of goals. By creating a simulated process we obtained the following results for the identified stakeholder's objectives:

- The municipality, the developer and new city business interests played key roles.
- We found a strong clustering of interests around economic ('profit maximizing') objectives.

Social ('bridging different social groups'), ecological ('reconstructing the green valley') and spatial objectives ('making Mamilla a nice looking place') were only of partial interest to the stakeholders.

Figure 2

THE MOST IMPORTANT INTERESTS OF THE ACTORS ARE ...						
ACTORS OBJECTIVES AND GOALS	↓ MUNICIPALITY	↓ DEVELOPER	↓ INHABITANTS		CONSULTANT	ENV. NGO
			OLD CITY	NEW CITY		
ECONOMICAL	★ • MAMILLA • # OF TAXES • EXPANSION OF CBD • POWER	★ ANY FUNCTION FOR PROFIT MAXIMISATION	★ CONTINUITY OF ECONOMIC ACTIONS	★ APARTMENTS	★ INCOME OUT OF PLANNING	
SOCIO-POLITICAL			★ PEACEFUL CONDITIONS CONQUERING THE NEW CITY	★ RECONQUERING THE OLD CITY		★ A PARK (POE)
SPATIAL			NEW BUILT: SYNTHESIS OF THE OLD + NEW CITY		★ CREATING HIGH QUALITY URBAN SPACES	CONSERVATION OF HISTORICAL LANDMARKS
ECOLOGICAL			★ A PARK			★ GREEN BELT

2. Analysing the Role of Mamilla in Local Context

The Mamilla site is an important part of Jerusalem's urban web, as discussed above. In order to contribute to its physical context, the further development of the site should focus on this context.

Accordingly, we stress the following four points (see Figure 3):

Linking the parks north and south of

Mamilla, so that the valley will be kept green as public open space.

Developing a continuous line of commercial activity between the old city and the CBD, in order to create a more attractive economic area.

Encouraging mixed-use activities in order to cater to the broader public, and not only to an exclusive section of society.

Preserving historic landmarks in the area so as to avoid loss of identity.

Figure 3



3. Developing a Schematic Site Concept

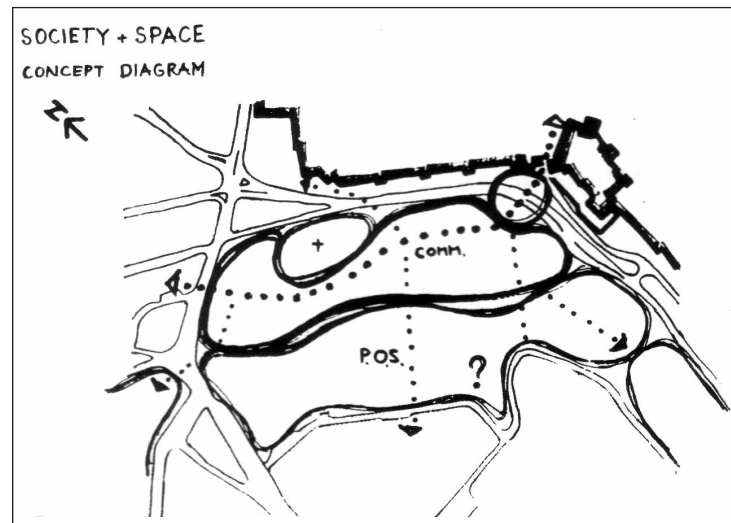
Although building works are already in progress, we developed a conceptual design for the Mamilla site (see Figure 4): The western part provides the necessary green link, public open space (p.o.s.); eventually it may also contain a hotel complex. We maintained this possibility open to ensure flexibility for future development.

The eastern part is for the commercial strip (comm.), where some historic buildings (+) will be preserved.

A plaza connecting the commercial strip to neighbouring Jaffa Gate provides the necessary pedestrian link (000) to the Old City.

In order to make the commercial area a space for different social groups, special attention should be given to the size of the units and their level of finish. This technique along with the plaza can help to create a progression of connecting uses between the old and new city.

Figure 4



What is the difference between our concept and Moshe Safdie's concept of the Mamilla project?

We strongly oppose the development of the exclusive high-income residential area because it does not perform any bridging functions. Moreover, by creating a highly secluded and artificial inset it may block any potential future development. Our commercial strip contains a mix of business and residential uses. Implementation is given special attention by having a mixture of commercial units and leaving open the possibility for future hotel development. The public open space is a real park, instead of some trees lost along a main road. We are aware that our proposals would decrease the economic profits for the state and municipality. However, in light of the fact that Mamilla is situated on public land, the most important goal should be protecting its use for the public benefit.

Conclusion

In summary here are some general thoughts: People, not buildings, make

the bridges between different social groups. Places of encounter need to be created by social processes, rather than being 'created' by planners. The physical equipment of space can only enable or inhibit this bridging process more or less, like the scenario in a theatre piece. Still, our profession is strongly orientated to the physical world in its reception of space as well as in its set of measures. As important as this physical level was for the industrial society, it is not necessarily so for the information society. In a non-physical (e.g., social and economic) perception of space, our profession still shows a heavy deficit....

Our 'product' or visible result of the two day workshop is rather humble. However, what we gained from the workshop was in the 'process' of our work and not in its product; by having interesting discussions, exchanging ideas, building up personal contacts, and just having fun.

*Andreas Schneider, Switzerland
Barbara Benson, Israel*

3.5.3

GROUP 2

Group 2

Project:

Mamilla Project: The concept of a Reunified Jerusalem

Participants:

Lenore Elenblum,
Israel;

Fredrico Fernandez,
France/ Mexico;

Sonja Mitrovic,
Yugoslavia;

Peter Bikam,
France/Nigeria

Introduction

The outline of the objectives of the Mamilla project shows that the authorities in Jerusalem wanted to foster the social and economic reunification of Jerusalem, through the reconstruction of an urban sector of the city (Mamilla) which lies between the city's business district and the old city. The design concept was aimed at developing a mixed use development of commercial building, hotels, offices, high class residential and entertainment areas and green spaces for public use. On completion the area is expected to significantly improve the transportation and parking problems. In addition to this, all sectors of the City's population will have an opportunity to meet in a high-standard urban surrounding unfamiliar to the common scene in Jerusalem. The Mamilla project scheme was approved for implementation in 1979. Since then the project has been going on and might be completed in the next four to seven years.

It was in this context that the young planners were asked to present their views on the project. In the first place, we had neither the expertise nor the time to give an accurate view on the project because we were there for only 8 days. In the second place it is a project that is nearing completion, hence, it is not our comments that would change the project design. Thirdly it was not possible for us to work within the context of a project from a city of

more than 500,000 inhabitants without a Master plan. However, we sourced our working guidelines from the objectives of the Mamilla project, which we believe is within the spirit of the reunification of Jerusalem as a whole.

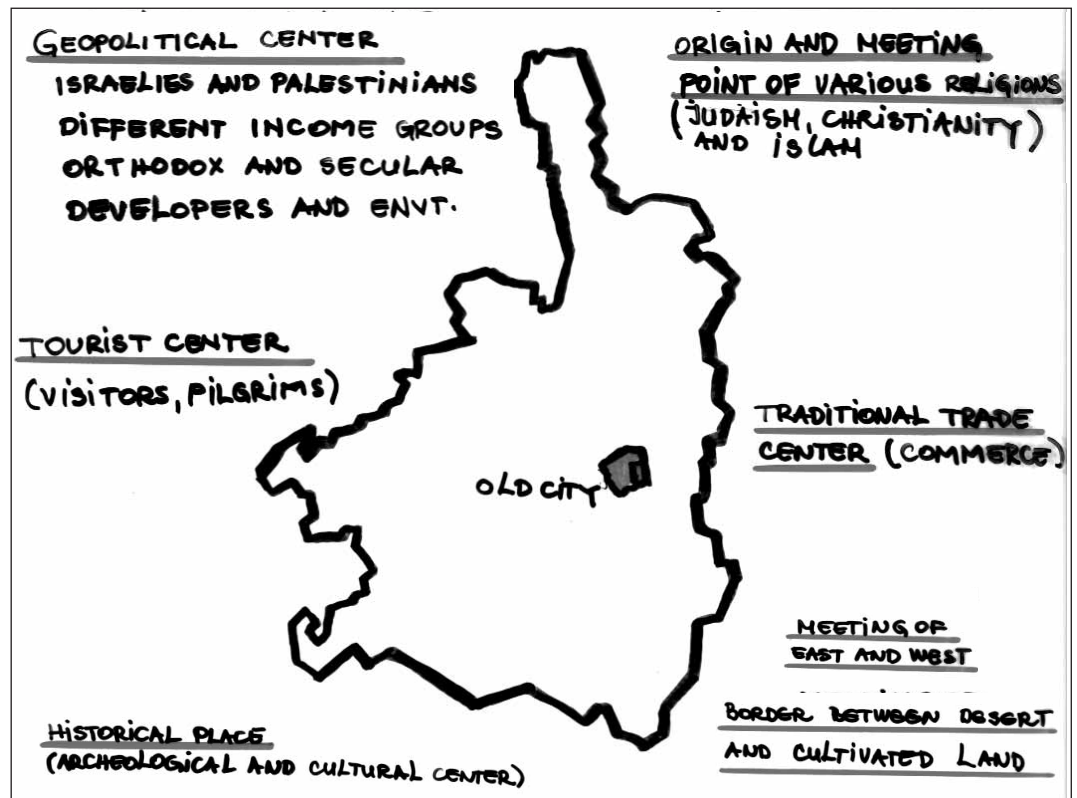
It was in this perspective that we fashioned out our presentation via the following main headings:

- The spirit and identity of Jerusalem
- Mamilla project area: the antidote for a reunified Jerusalem
- Our utopian vision i.e.: the concept of reunified Jerusalem.

A. The Spirit and Identity of Jerusalem

In order to comprehend the concept of a reunified Jerusalem, as expressed in the objectives of the Mamilla project, we started by identifying the spirit and/or characteristics of Jerusalem. This was done with the aim of understanding the identity of the city in order to give us an inside out of the conflicting factors. Fig. 1 illustrates the major characteristics of Jerusalem.

Fig. 1:
The spirit of
Jerusalem



As a geopolitical centre, we discovered that the inhabitants of Jerusalem are made up of principally the Israelis and Palestinians, different levels of income groups, land developers and the physical environment. We observed that the various income groups do not have the same way of life hence they constitute a perpetual conflict interest because of either their income levels, their beliefs or their traditions.

Similarly, Jerusalem, as many will agree with us, is the origin and meeting point of the three monotheistic religions i.e. Judaism, Christianity and Islam. In the same way, our inquiries revealed that there is hardly any rallying point between the people from the three religious groups. This is still evident with the presence of synagogues, churches and mosques in the old city and environs.

As a city of over 3,000 years old, Jerusalem is a major tourist centre, where visitors and pilgrims converge to visit holy sites, or simply to visit the archeological sites that are a common scene. Over the years, the city has grown into a traditional trade centre where Jews, Palestinians and Christians sell and buy religious and traditional artifacts as well as modern goods. In spite of these advantages, we noticed that Jerusalem is also citadel of borders between the Palestinians and the Jews, between Islam Christianity, and Judaism and between the desert and cultivated land.

B. Mamilla project area:**The prescription for a reunified Jerusalem**

In order to understand the reason behind the Mamilla development project, we first of all looked at the project area, the solutions the authorities want to apply, and our observations.

Mamilla project area

The Mamilla project area is bounded to the east by the old city wall, the King David street to the north west, Shamah to the south east and the line running between the citadel and the French consulate across Mitchell Park to the south. The project area covers an area of 28.75 acres. Fig. 2 illustrates the location of the project area, conflict centres and frontiers.

Perhaps one of the most important factors that led to the Mamilla project was the desire to erase the boundaries

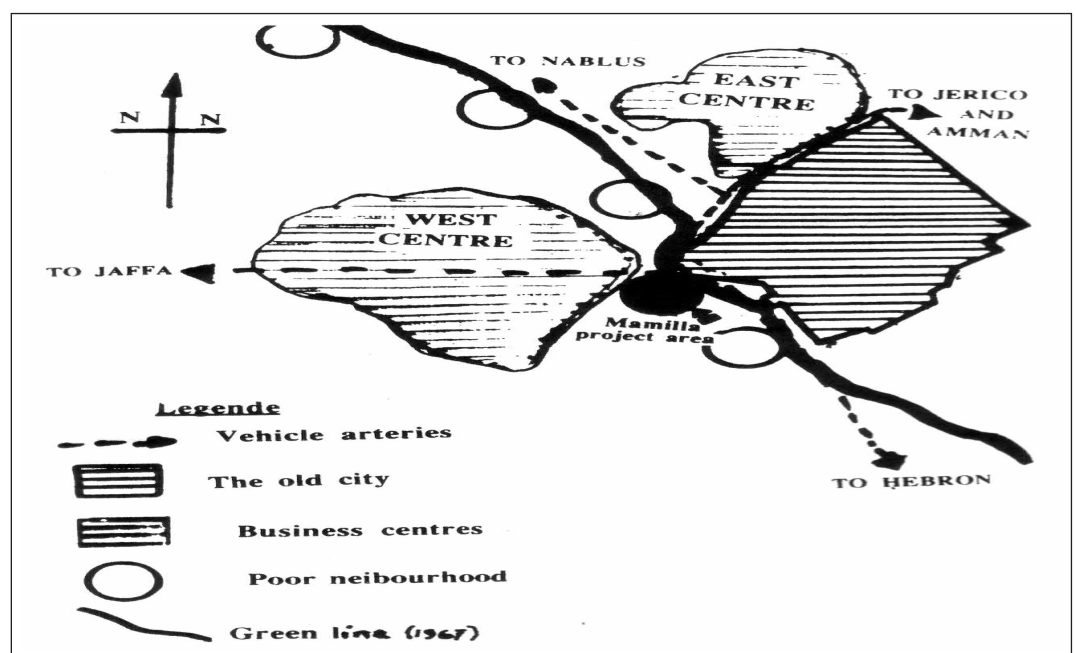
that exist between the centres which constitute a barrier to integration. For example, it can be seen that the 1967 border line divided the city into east and west centres, old and new centres, the wall and the road linking the northern and southern parts of Jerusalem prevent a complete integration of the inhabitants.

Solution undertaken by the authorities in Jerusalem

Considering the fact that social and physical boundaries constitute a barrier to the integration of the centres, the authorities in Jerusalem created the Mamilla project as a bridge to erase the barriers. The Mamilla project is expected to fulfill the following factors after completion:

- i. The construction of a narrow bridge linking the old city via the Jaffa gate to the Mamilla area
- ii. The creation of a high standard commercial centre and residential buildings.

Fig. 2: Conflict Boundaries



Our observations on the solutions undertaken

After several work visits to the area on several occasions, we observed that their solutions appear artificial because of the following reasons:

- i. The barriers and/or boundaries still exist due to the following factors :
 - a) The bridge linking the old city via the Jaffa gate is too narrow to accommodate the number of pedestrians that are expected to frequent the old city and Mamilla
 - b) Considering the residential houses so far constructed and the on-going construction of only high class commercial facilities in the area, we fear that the area will be patronised by mainly the rich people and this we suppose is contrary to the spirit of bridging the different socio-economic groups. This is because only a few rich people can afford to reside and own flats in the area.

The Concept of Reunification : Our Utopian Views

The context in which the Mamilla project was conceived about 30 years ago, the near completion of the project and the limited time within which we were expected to work, obliged the entire members of group 2 to make further observations, suggestions, and conclusions.

In our view, the Mamilla project does not seem to erase the boundaries which can pave the way to a reunified Jerusalem. We also believe that although it may seem too late to make some changes in the original design and end use of the area, we agreed that it is possible to address the reunification of Jerusalem through the following planning approaches :

1. The Mamilla area should enhance a more natural link between the old city and the area through physical and functional land use changes.
 - i. Through a physical extension of the bridge as indicated in fig. 3

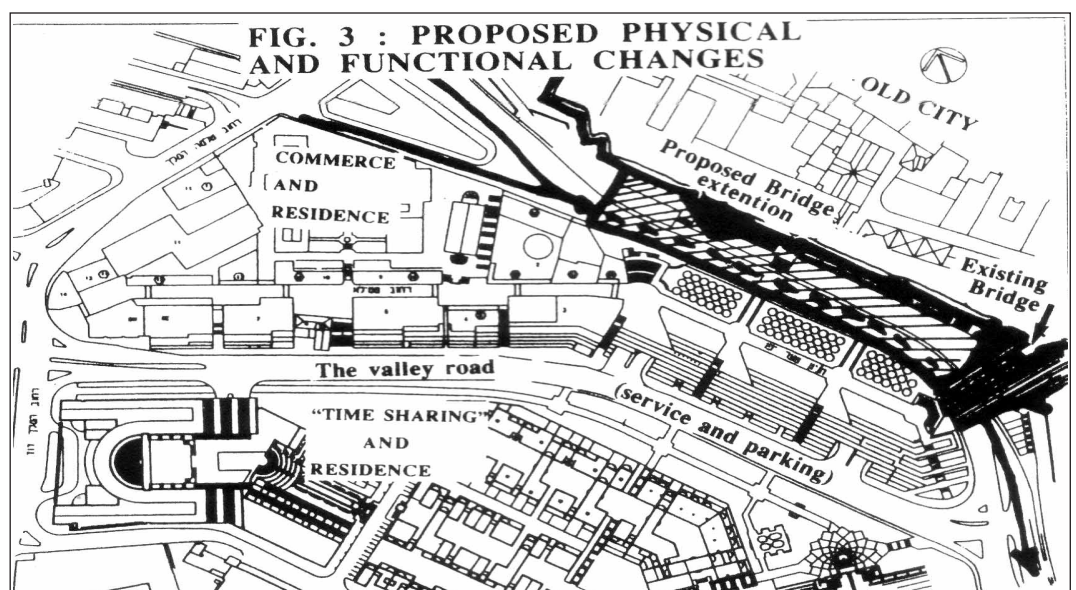
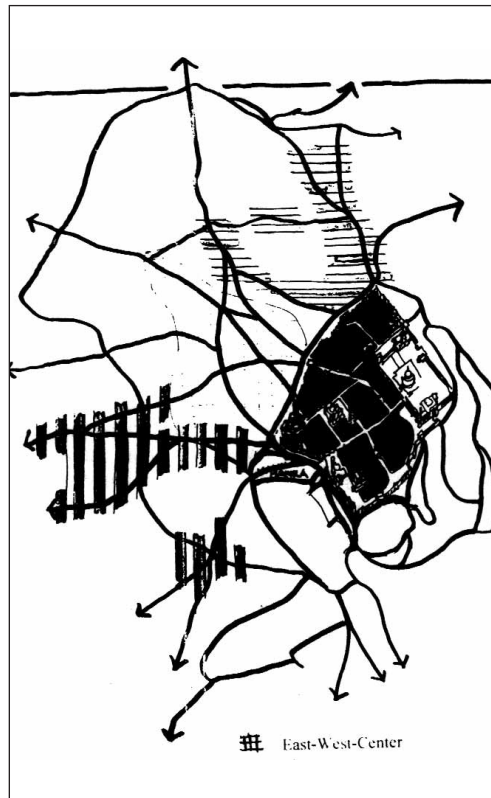


Fig. 4:
The Utopian Vision



- ii. Through a landuse change i.e. from single landuse to a mixed residential and commercial landuses, time sharing and residential uses.

- 2. Since the Mamilla project is aimed at creating a balance between the east and west centres, we believed that this balance could be achieved by converting the open space between the east and west centres for the provision of non-conflicting facilities which should be suitable for both sides.

Conclusion

We believe that facilities like a university, a health clinic, children play grounds etc. and green spaces to blend with the green valley would constitute a more reunified Jerusalem. Fig. 4 illustrates a visual perception of our vision.

In our view, figure 4 illustrates the concept of a reunified Jerusalem where all centres are an integral part, merging into a continuous flow.

3.5.4 GROUP 3

Group 3

Project:

A new Place of
Encounter or
From Everybody's Land
to one Man's Land?

Participants:

Zeynep Merey Enil,
Turkey;

Aafke Nijenhuyzen,
The Netherlands;

Olusola Olufemi,
South Africa;

Kerem Öktem,
Germany;

Branislav Popovi,
Yugoslavia

Introduction

Given the task of evaluating the Mamilla complex as a place of encounter it was considered that the problem could be approached at 3 analytical levels:

- in spatial and economic terms
- for its design qualities
- in socio-cultural terms.

Working on the premise that physical planning and good design are not enough to make cities work better for people, and that there is a need to look at the larger socio-cultural context, it was decided to focus our analysis on this aspect. We, therefore, took the opportunity to look at the project within the larger context of Jerusalem.

Guiding questions

The following questions guided our analyses and evaluation of the Mamilla complex:

1. What existed before on the site of the Mamilla project?
2. What were the reasons for change?
3. For whom was the project built?
4. What are the spatial, socio-economic and cultural implications of the Mamilla project?
5. Does the Mamilla project fulfil the 'bridging' function as it was intended to do?

The Mamilla area is closely connected with the history of Jerusalem's devel-

opment outside its walls. Historically the path travelled by the pilgrims as they approached the old city through the Jaffa gate was part of Mamilla area. The area was not developed until the mid-19th century. However commerce boomed in this area during the last quarter of the 19th century.

Mamilla became one of the most developed sections of the city (first post-office, town hall, etc.). At the time of the British Mandate, Mamilla was an integral part of Jerusalem's business district with 'Jewish and Arab commercial enterprises flourishing side by side'. Later, because of the area's exposure to the sniping of Jordanian soldiers, a series of walls were erected along the Mamilla streets in order to protect them from sharpshooters. From a bustling, lively business centre Mamilla turned into a deteriorating neighbourhood on the outskirts of the city.

With the reunification of Jerusalem in 1967, although it was substantially run-down, Mamilla once again assumed importance. Government policies assigned a central place to the Mamilla area in the urban development of Jerusalem. The development of the area was conceived within the context of the social economic objectives of a unified Jerusalem.

The conception of the Mamilla complex was based on the reconstruction of urban continuity between the Western Jerusalem business district and the old city.

The objectives of the development included:

1. Improvement and solution of the existing transportation and parking problems;
2. Mixed use development;
3. Provision of an appropriate backdrop - in architectural terms - for the old site, which was conceived to be an integral part of the complex;
4. Opportunity for all sectors of the city's population to meet in high standard urban surroundings, which is new to the current Jerusalem scene;
5. Producing revenue for the city - through the high property taxes, which the 'luxury and centrally located commercial establishments' in this valuable piece of land would generate.

Apparently, as it is conceived, the Mamilla complex focuses on the exclusive, wealthy and high-income sector of the population; most probably Jewish. Because the properties are marketed internationally, the residential areas of the complex will probably not be in use year round. It is, therefore, not unrealistic to expect a 'safe-guarded' area, which further discourages other (excluded) people. It will be an enclave for the rich.

The complex does not appear to be fulfilling the goal of providing a 'meeting place' for all sectors of the population. Instead it is destined to become a 'one man's land' as opposed to the 'everybody's land' that it used to be in the past, and as it was intended to be.

Finally, the Mamilla complex may function perfectly as a bridge and physical-

ly connect the western city's business district with the old city. Yet it falls far short of integrating the whole city, since eastern Jerusalem is not included in the overall planning scheme. The objective of a socially, economically unified Jerusalem still remains to be fulfilled. In order to achieve this goal, Jerusalem seems to need something more, another place beyond the Mamilla complex which on its own is neither capable of integrating the city 'economically nor socially'.

It seems to need another (or a real) 'place of encounter', where different population groups can truly come together. Of course, we are fully aware of the complexity of issues involved in the political and cultural context of this country, and of the city of Jerusalem. We are also aware that it is difficult to fully grasp, within a few days, this complexity and the 'cultural politics' that permeate or effect the spatial organisation of the city and the cultural use of its spaces by its people.

Yet we hope to provide a framework or a context, which will encourage and ease the spatial mixing of various groups, rather than drawing sharp boundaries between them. Acting as mediators, we can strive to open up channels of communication among the various stakeholders and cultural groups, to enable them to start their own dialogue and resolve their own conflicts, and thus learn to live with their differences and similarities. Only then, it seems, can we hope to reduce or minimise the risks of future conflicts.

Having analysed the Mamilla project, we have reached the conclusion that it

is necessary to approach the goal of 'creating a bridge, a place for encounter' on a different level. We decided, therefore, to look at the central Jerusalem area to investigate the potential for a place with a bridge function. A bridge which can bring together, or at least serve, the two main populations of Jerusalem, the Israeli/Jewish and the Arab communities.

To resume, the Mamilla project creates a link between the western Central Business District, mainly frequented by the Jewish Population and the old city. It is elaborated by one developer, on a strict time-schedule, for one clearly defined target population. In Jerusalem there is only one Central Business District (CBD), which mainly serves the Jewish population. But there is also a second commercial centre, which serves the Arab community (170,000 inhabitants). We will refer to this as the Eastern Commercial Centre.

As a third cluster we have the old city, which is more a religious and cultural centre, with residential areas and commerce. This structure clearly identifies where a meeting place, a place of encounter of different ethnic and social groups, can be implemented. This is between the Western CBD and Eastern Commercial Centre. Here, there is a great potential to bring parts closer together. It is also the only place for a new development around Old Jerusalem apart from the Mamilla Area, since the city is encircled by cemetreies or by valleys.

This new Centre, which we will call the East-West-Centre, would provide both

communities in Jerusalem with facilities which are needed. There can be commercial activities (for instance an international shopping mall/centre which wouldn't be defined as belonging to the Arabs or the Jews). Also, however, a school, a communication centre for the Arab and Hebrew University, a medical centre, a library etc. can be implemented here; the secular functions, which could serve both communities.

To summarise our vision: We propose to connect the Western CBD with the Eastern Commercial Centre through an East-West Centre, the new Jerusalem, providing facilities for both communities. While the Mamilla project links the Western CBD with the old city, through Jaffa gate, the new centre creates a further link to the Damascus gate and the Old City. The Old City becomes a new focal point in the new central area of Jerusalem.

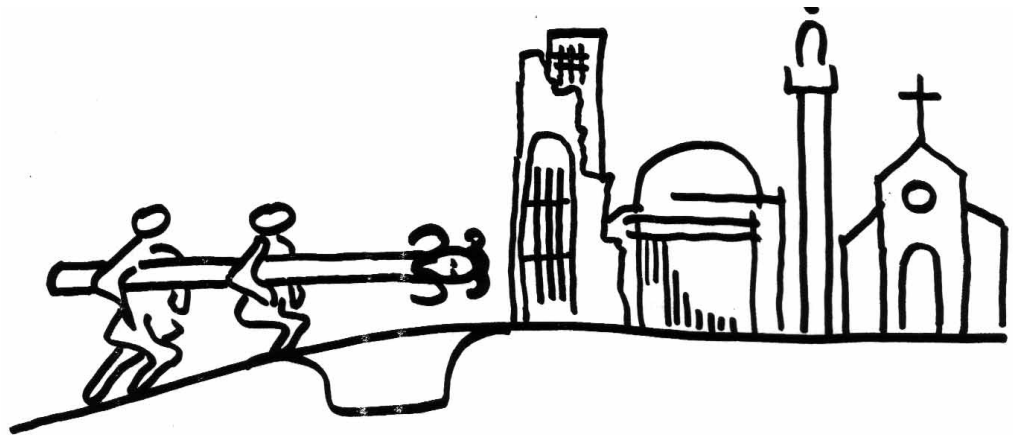
We are, of course, aware of the limited areas of action which remain to the planner in a city like Jerusalem. With our physical proposals, we can only provide a framework, an opportunity to get closer to one another. There is also a peace framework, which is even more important: the absence of which will lead every approach to a dead-end. If we consider the history of the Ottoman/Islamic area, we find the model of the ethnically, religious, heterogeneous, commercial centre and segregated residential area. This, at least, would be a first goal to aim at with such a new Eastern-Western Centre.

The Mamilla project, as it will be realised, is knocking at the door of the

old city. The area around Jaffa gate is used by inhabitants, the shopkeepers, the restaurant keepers, and the paupers. The 'gentrification' which will result from a realisation of the Mamilla area will probably exclude the existing 'poor' people who live and work near the Jaffa gate and surrounding area.

And the Mamilla project will also stop some users, especially the poor people from using the Mamilla area. We hope the new East-West-Centre will serve everybody and not exclude some people.

Aafke Nijenhuyzen, Netherlands



3.5.5

GROUP 4

Group 4

Project:

Evaluation of the
Mamilla Project

Participants:

Poonam Prakash,
India;

Lucas Schloeth,
Switzerland;

Ulrike Schulz,
Germany;

Elvan Uzel,
France, Turkey;

Susan Wong,
Australia

The Task

Group 4 considered the following aspects:

- Can the Mamilla project contribute to the resolution of the cultural, religious, social and ecological conflicts that exist in Jerusalem?
- In what way can the project help to strengthen the city economy?

The group considered that while the Mamilla Project would benefit Jerusalem's economy through taxes gained from the residential and commercial areas, it would not resolve the city's existing conflicts. Rather it would increase them through alienation. That is, the target group of residents is restricted to international high-income earners. This would result in the creation of a ghetto of rich people with holiday homes in Mamilla. The residential areas would be a 'ghost town' with only a few people living there for any part of the year. Its close location to the Jewish quarter would attract some categories of people and exclude others such as Arabs and the poor.

It was held that the Mamilla Project could overcome the above by integrating the area of restored buildings which included a church, the nearby Hebrew college and the old city. This integration could be achieved by having mixed zones of usage. Firstly, residential apartments could be interspersed in the commercial area rather

than collected together in one area. Secondly, the commercial activity located in the Mamilla Project could cater for different income groups to encourage use of the complex by a wider range of people. The same could be accomplished hence a number of hotels for different income groups rather than one exclusive hotel. It was suggested that the public spaces embracing the green area have benches with chess boards, a concrete pit for skate boarders, a stage for outdoor concerts and plays, monkey bars for children to play on, sidewalk cafes and stalls selling handicrafts to encourage community use and association.

Analysis and Conclusion

Evaluating the Mamilla Project revealed that there is great emotion regarding land use and how it will affect users. The social forces invoked by the planner are also dependent on the planner's personal inclination and philosophy of life. Other influences include those in political power and thence what they deem is acceptable development.

Planners themselves appear to be hampered too much by the need for facts and information of the status quo. While this is good in order to gain an understanding of the situation, too strict an adherence diminishes the vision of what is to be. It is written in the Old Testament that 'without a

vision the people perish'. In part, planners do bring to pass what was before without form. It is essential then that they plan not just for the present but also for posterity's sake. Better communication skills, a good dose of imagination and personal conviction to make tough decisions and stand by them may be the basic armament

required by planners. To quote Pyke, Greenhill and Wong in *'Planning, Politics and Educational Leadership'*, presented at the main conference, '... doctors bury their mistakes, lawyers get paid for their mistakes, planners live with their mistakes.'

Susan Wong, Australia

3.6 SYDNEY, AUSTRALIA

5th Young Planners' Programme

Sydney, Australia

10 - 14 September 1995



ADAPTION AND MEDIATION IN URBAN PLANNING

3.6.1

**REPORT BY THE YOUNG
PLANNERS' COORDINATOR****THE FUTURE ROLE OF GARDEN
ISLAND**

Vivienne Hartley
Environmental Planner, Gary
Shiels & Associates Pty Ltd,
Sydney, Australia

Introduction

The 31st Annual Congress of ISoCaRP was held in Sydney from 10 to 14 September 1995. The theme of the Congress was "Adaptation and Mediation in Urban Planning". On the weekend prior to the commencement of the main congress, the Young Planners' Workshop was held at Sydney City Council. The workshop addressed "The Future Role of Garden Island" and was facilitated by Tim Colman (Australia) and Jan Goedman (Netherlands). Additionally, Joan Domicelj assisted the group on the second day.

The Young Planners' Workshop provided a rare opportunity for twelve planners from eight different countries, with varied professional backgrounds, to work together in attempting to resolve a complex planning issue. Planners involved in the workshop included:

David Baxa	Czech Republic
Haydee Beltran Uran	Colombia
Svetlana Dimitrijevic	Yugoslavia
Vivienne Hartley	Australia
Roelandt van Ierssel	Netherlands

Ashok Kumar	India
Sudipto Mukerjee	India
Katarzyna Pluta	Poland
Carla Rogers	Australia
Hari Srinivas	Japan
Sumitra Srinivasan	India
Vujanac Zorica	Yugoslavia
Sarah Kelly	Australia

The workshop aimed to discuss and work towards formulating future plans for "Garden Island". The future of Garden Island is a current topic of dispute between the Australian Prime Minister and the New South Wales Premier.

Garden Island is currently in navy ownership and is a truly unique place in terms of its location and history.

The Workshop

Day 1 commenced with a preliminary address by Mr Keith Houghton (Keys Young Pty Ltd) regarding the history and current problems in relation to the future of Garden Island. Following this a site visit was undertaken. The day concluded with a discussion as to what the relevant issues are in relation to the future planning of the project area.

Day 2 started with a briefing from Ms Joan Domicelj on mediation techniques and then the group turned to a mediation simulation exercise. Each member of the group was deemed to be a particular stakeholder and was to

participate in the mediation as though they were representing the interests of that group.

Issues that were agreed upon by the whole workshop were listed, as were issues that were not agreed upon. The stakeholders were then asked to declare whether they wanted the Navy to stay on Garden Island or to leave Garden Island and their reasons for that opinion. On this basis, the workshop divided into two groups: Group 1 - The Navy Stays, Group 2 - The Navy Goes.

The two groups then underwent separate "round table discussion" to negotiate the issues which were not agreed upon with the other members of their group. The outcome of this part of the mediation was a strategy representing the collective interests of each group of the two groups. Group 1 and Group 2 then rejoined and presented their strategy to the whole workshop. From this standpoint, a solution could be mediated.

This report will now briefly describe Garden Island, outline the issues agreed upon and not agreed upon and list the stakeholders and their basic position as to whether the Navy stays or goes. The strategies formulated by each group will then be recounted, and the final mediated solution will be described. This report also includes reflection on the mediation exercise and a conclusion.

The Project Area

Garden Island is located approximately 3 kilometres from Sydney's Central

Business District on the southern shore of Sydney Harbour (see Figure 1 - Location Plan). The island currently comprises Maritime Headquarters, the Fleet Base, dockyard facilities, several dwelling houses for naval officers, a naval museum and a chapel (see Figure 2 - Site Plan).

The Navy's association with Garden Island dates back to the early days of colonial settlement. At this time the island's function was for the growing of fruit and vegetables, a use, which gave the place its name. The island has subsequently been used for Navy purposes.

Between 1940 and 1945 the dockyard was constructed and was designed to take the largest warships and commercial vessels that might be used during a time of war. It was during this period that Garden Island was joined to the shoreline through reclamation. Issues Agreed and Issues Not Agreed

The issues that the whole group agreed upon in relation to the future of Garden Island included:

- The heritage conservation value of the project area;
- The option of finding a completely alternative site was out of the scope of the exercise;
- There is a need for a new vision for the project area;
- There is a need for environmental improvement of the area; and
- Technical solutions could be found to technical problems;

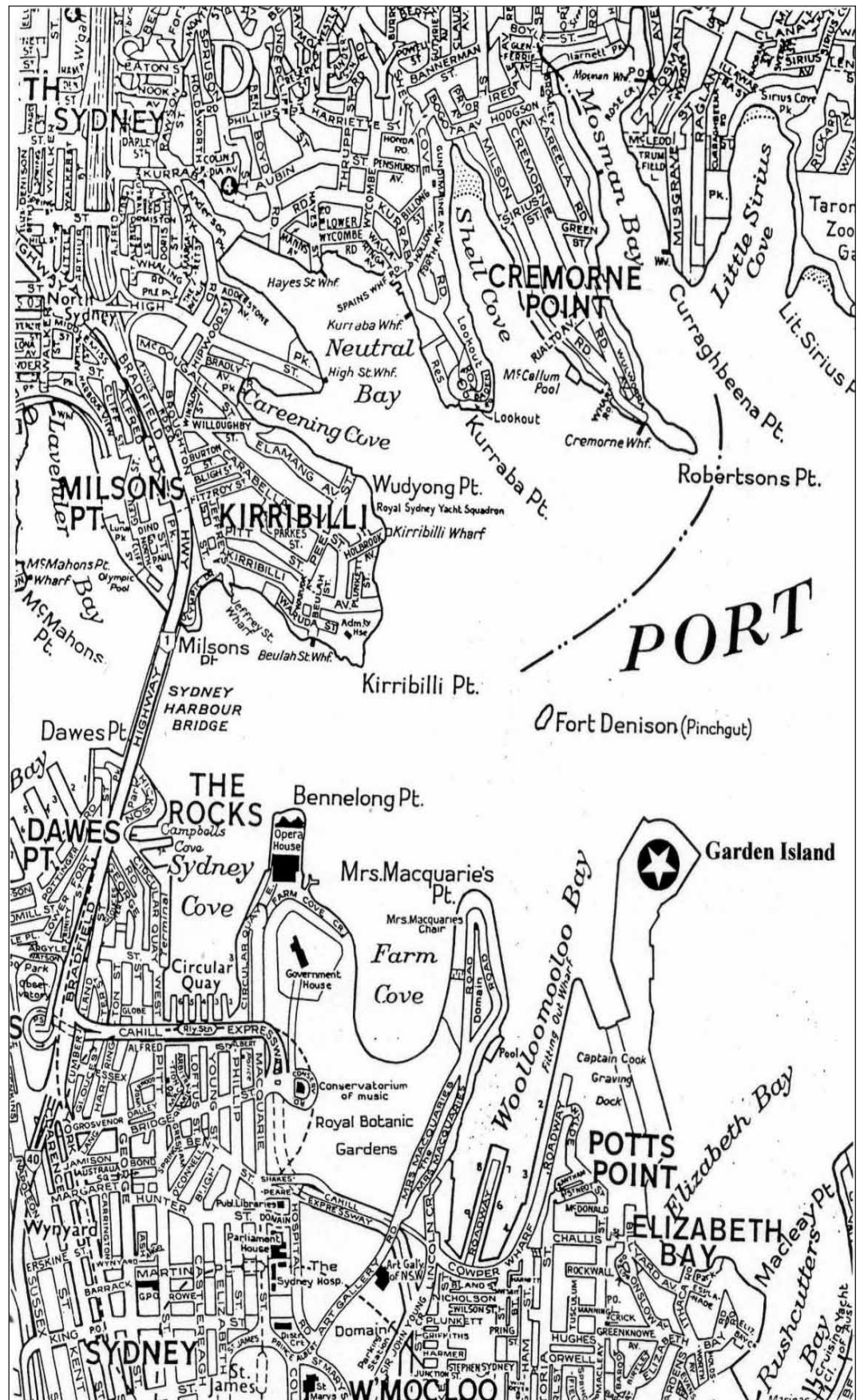
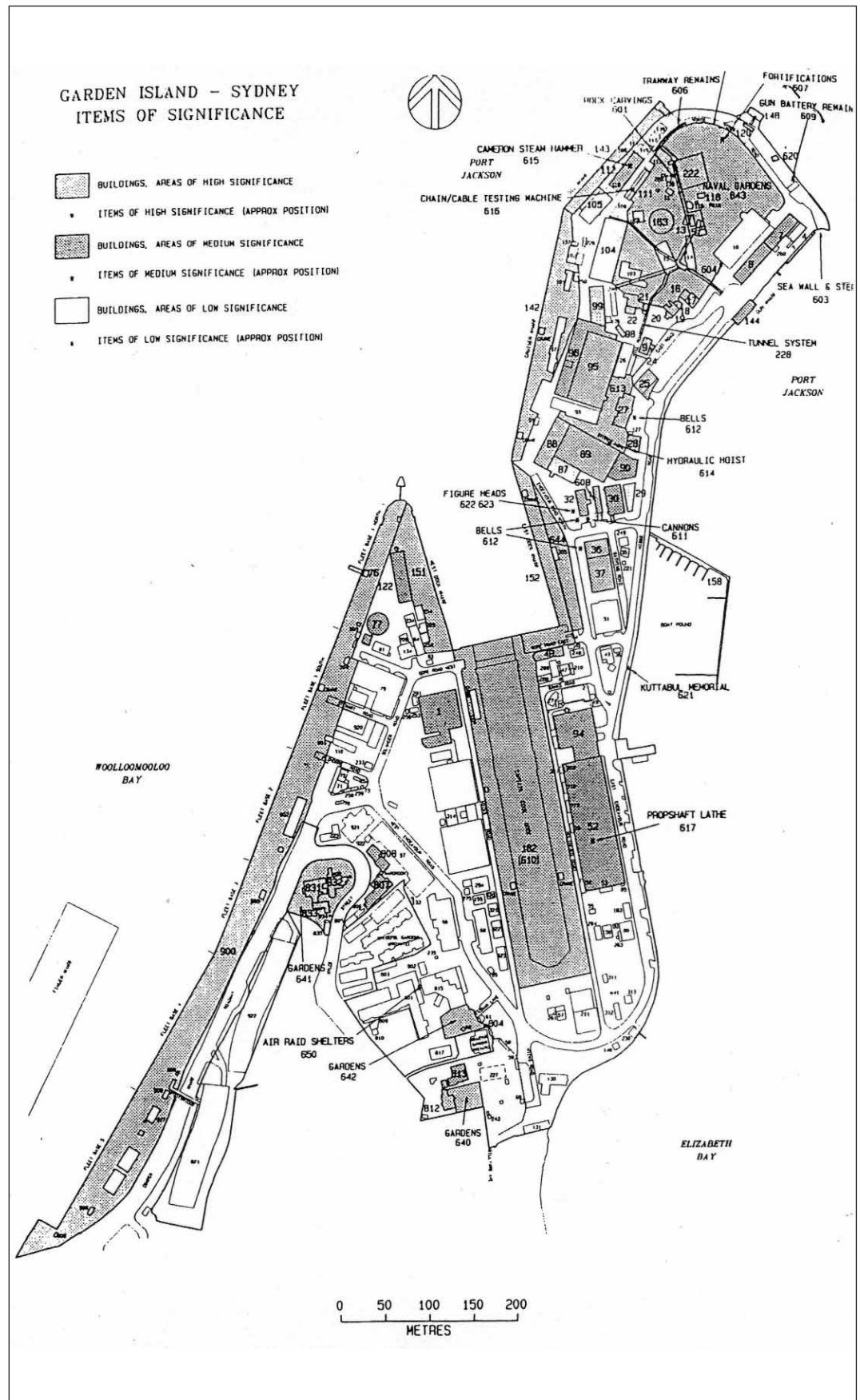


Figure 2 -
Site Plan



Issues that were not agreed upon by the entire group included:

- The amount of access that should be provided to the area in view of the security issues;
- The economic function of the project area;
- The role of Garden Island;
- The incompatibility of uses.

The Stakeholders and Their Initial Position

As indicated, each group member was deemed to be a particular stakeholder and during the mediation process they were to represent the interests of that stakeholder. The table below indicates the basic position held by stakeholders as to whether the Navy should stay on Garden Island or whether it should relocate.

The Stakeholders

Navy Stays or Navy Goes?

Property Developers	Goes
Aborigines	Goes
Kings Cross Sex Workers	Stays
Environmental Groups	Stays
Urban Designer	Goes
Wylde Street Residents	Goes
Government of Australia	Goes
Naval Administration	Stays
Consultants	Stays
Resident Naval Officers	Stays
Tourist Industry	Goes
Heritage Commission	Stays
Opposition Political Party	Goes

The workshop divided into two groups at this point; Group 1 comprised stakeholders who believed that the Navy should stay, and Group 2 comprised stakeholders who believed that the Navy should go.

3.6.2 *GROUP 1*

Strategy from Group 1 - The Navy Stays

Firstly, Group 1 explored the question of why the Navy should stay on Garden Island. The group agreed that the Navy should stay because:

- It is important to uphold a State Government Policy, which attempts to maintain Sydney Harbour as a working harbour;
- The cultural heritage of the area should be maintained;
- Relocating Navy functions would be a very costly exercise and finding alternative accommodation may be impossible in Sydney;
- The Navy presence in such a highly visible location is likely to provide 'psychological security' to citizens;

- The highly visible location presents some opportunity for public relations between the Navy and citizens; and
- Retaining the Navy on Garden Island assists in maintaining the significance of a special place.

Group 1 then formulated a schematic plan which allows public access to Garden Island to varying degrees, and part of the area would remain off limits in order to maintain Navy functions (see Figure 3 - Group 1 Plan). Other important components of the Group 1 Plan included utilising the ferry service for access to re-introduce the original island quality of the area, establish a 'Life Museum' on Garden Island which would allow the public to participate in interactive Programmes and guided tours, and access visiting ships.

3.6.3 *GROUP 2*

Strategy from Group 2 - The Navy Goes

The individual stakeholders of Group 2 articulated why the Navy should relocate, and reasons included:

Stakeholders

Why Should the Navy Relocate?

The People of Woolloomooloo (local residents)

- prime real estate / recreational value
- increased traffic through their suburb
- 'enigma' of non-access of Garden Island

The residents of Garden Island

- security concerns
- noise/pollution of navy functions

The Sydney public

- exclusive use issues
- aesthetics & urban form - existing use incompatible with skyline
- access to the Harbour
- national symbol
- could generate revenue from alternative uses
- move towards Australia being a republic
- could generate jobs/income from tourist uses

The Government

- national showpiece
- reduce conflicts of land use
- more land for redevelopment
- centralise infrastructure and other urban services

The Navy

- security concerns
- end of cold war
- limited scope for development
- constraint on activities due to public concerns

Figure 3

Group 1 Plan

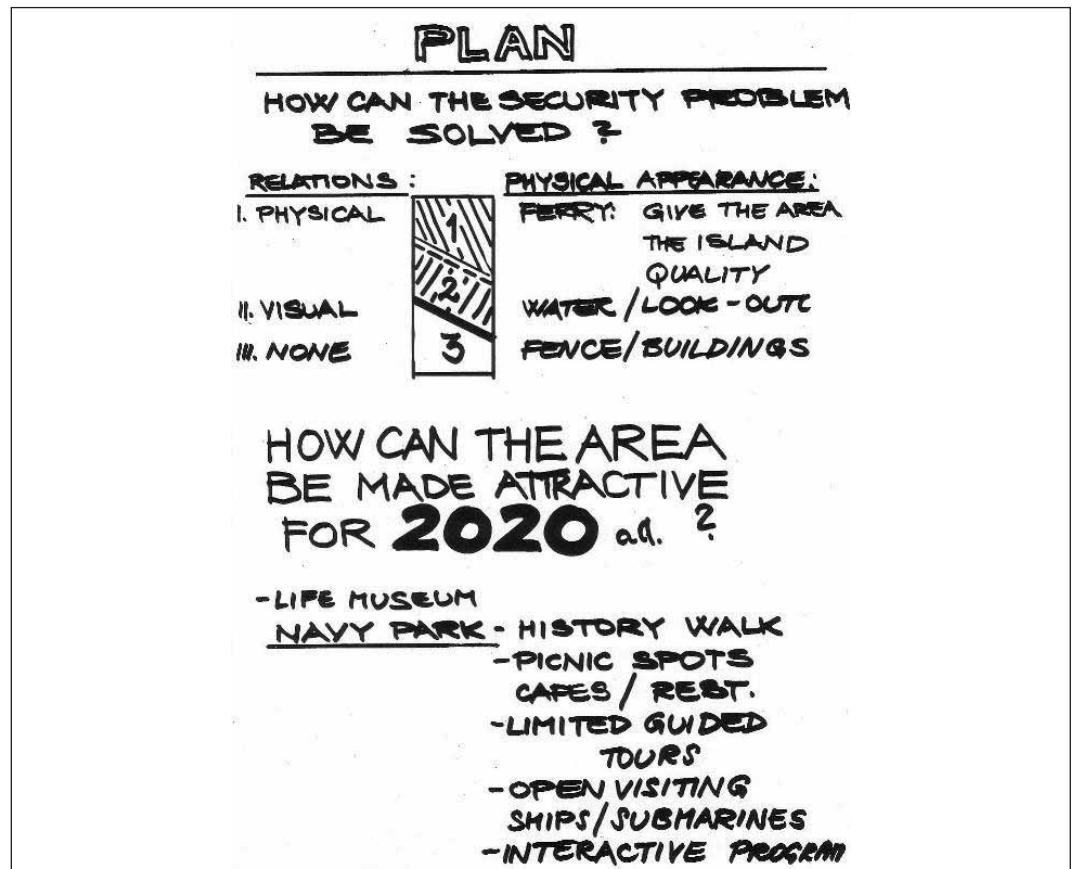
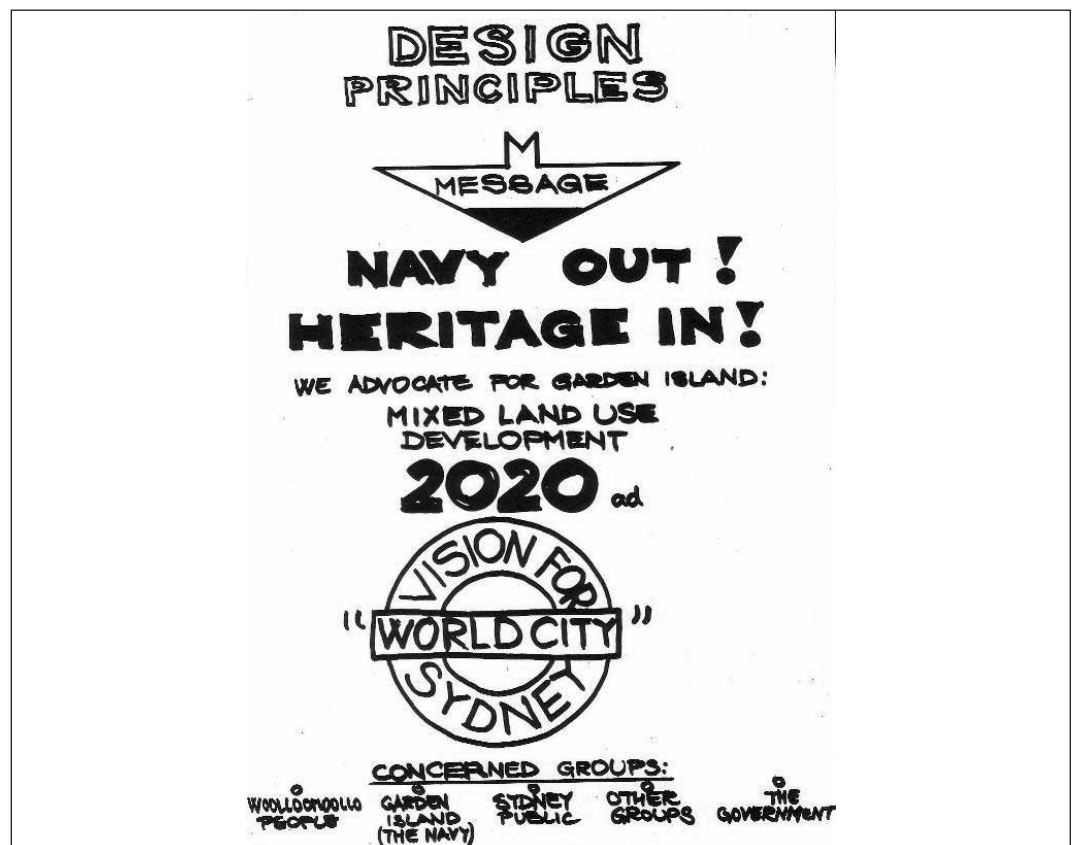


Figure 4

Group 2 Design
Principles

Group 2 established a coherent position between their stakeholders and produced 'Design Principles' for Garden Island (see Figure 4 - Group 2 Design Principles). These principles advocated for the Navy to leave the area and for heritage functions, coupled with a mixed used development, to establish on the island. This was to assist Sydney in becoming a world city.

The Mediated Solution

After round table discussions of the two separate groups, which allowed the thorough exploration of various issues and the reasons for these beliefs, the two groups came together and consensus was found on many issues that were previously in contention.

On the Role of Garden Island, consensus was reached on the following issues:

- The Navy can stay;
- Sensitive functions are to be relocated;
- The environment is to be improved;
- The Island character is to be recreated;
- The historical garden character is to be reintroduced; and
- In planning for the future of the Island, a conservative approach has to be adopted.

With regard to economic issues, it was then agreed by the entire group that:

- The Navy will effect 'conditional' sale of the land to the private developer;
- The Navy is to become 'people

friendly' and participate in city planning; and

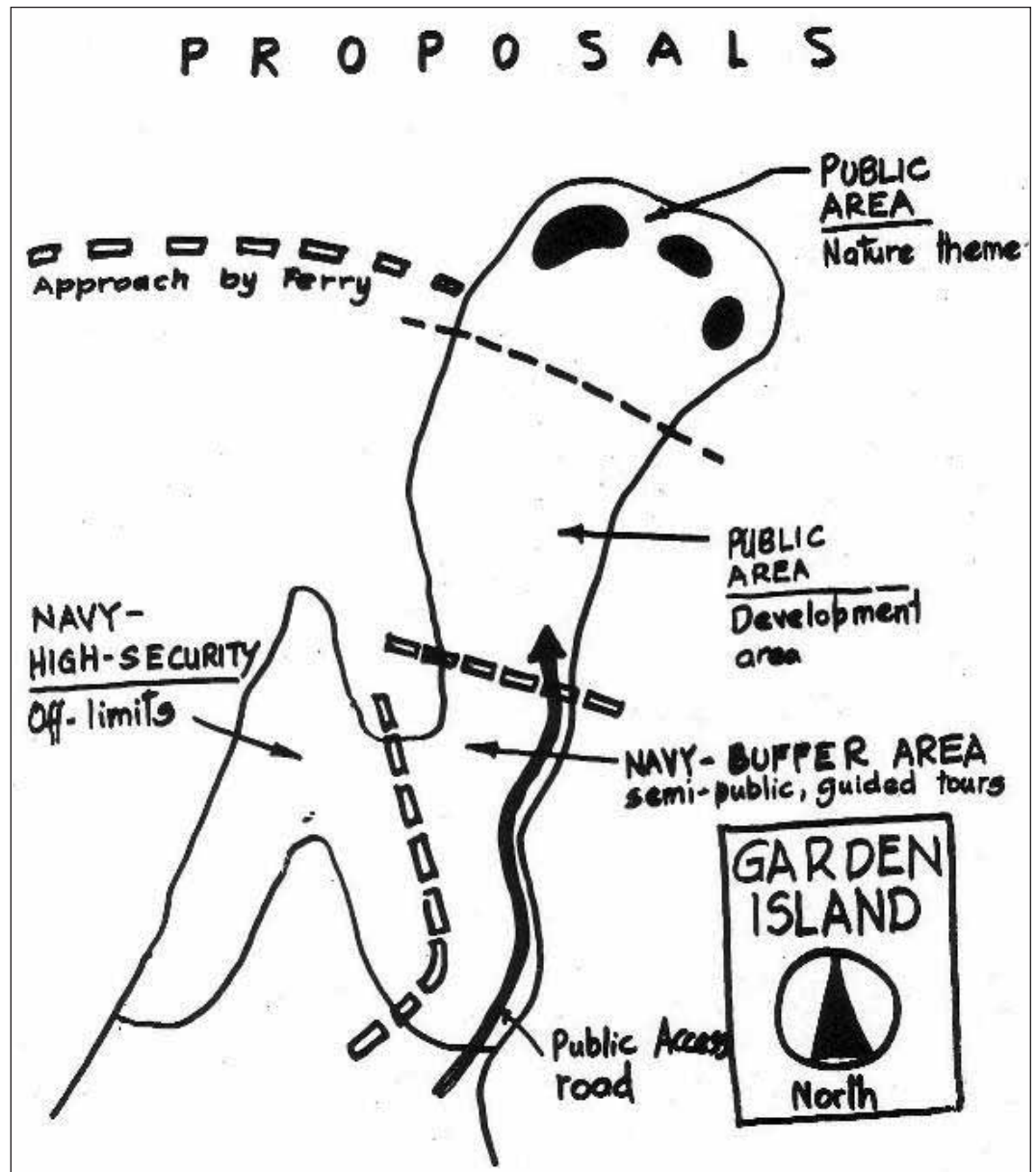
- The Navy is to partner the private developer in the planning and development of recreational uses for the site.

The mediated solution for Garden Island was illustrated (see Figure 5 - The Mediated Solution). The solution has several main components. The Navy remains on the island but retreats to a high security area and a buffer area. The highly sensitive Naval functions would be relocated from Garden Island to another base and remaining Naval business shifted to the high security area which would be off limits to the public. The middle portion of Garden Island becomes a development area, in all probability, for residential or office purposes. It would be accessed via the restricted road access and the ferry. Buildings with heritage significance could be utilised in the redevelopment. The development of this portion of the Island would bring economic returns, in answer to the economic pressure currently being exerted over this piece of prime land.

The northern most part of Garden Island would be opened to the public and the historical garden character reintroduced. Access to this portion would be limited to ferry and would also assist in reinstating the island theme.

Figure 5

The Mediated Solution



Access to the public portion being solely by ferry, and restricted to the remainder of the site serves to minimise traffic generation and parking demand in close proximity to Garden Island.

Reflecting on the Mediation Technique Utilised

The group reflected on the mediation process and several issues became evident:

- Possibly due to the time constraints, unavoidable in a two day workshop, it was felt that a lack of complete information on the dispute topic lead to misunderstandings and misrepresentations, which in turn partly impacted on the quality of the mediation.
- The mediator's personality had a significant influence on the mediation.

- It is very important to isolate disputed issues and to group stakeholders around central issues.
- After the separate groups were formed, representing various stakeholders, it became apparent that there were moves to avoid conflict and people agreed to disagree at certain times.
- Separating into smaller groups facilitated the resolution of some issues, identifying the benefits of working to resolve problems at a lower level.
- Although stakeholders theoretically had equal power in the mediation, it was evident through the mediation that certain parties were more dominating at the expense of other parties.
- Brainstorming can be an important technique for putting ideas on the table before decisions or judgments are made.

Conclusion

All participants considered the Young Planners' Workshop to a worthwhile experience and a great success. Several participants prepared a presentation of the workshop and delivered it to the main Congress.

The workshop aimed to address a current dispute in Australia and New South Wales over the future of Garden Island, a unique part of Sydney both in location and heritage. Participants quickly grasped the issues involved in the dispute.

The mediation simulation exercise was utilised in two ways; to attempt to resolve the dispute over the future of Garden Island and to explore mediation as a dispute resolution technique. The exercise proved to be very informative and highlighted some of the important aspects of mediation.

In conclusion, the participants of the Young Planners' Workshop would sincerely like to thank ISoCaRP for the opportunity to take part in the Sydney Workshop and the 1995 Congress. It is hoped that the Young Planner's Workshop will continue to be part of the ISoCaRP calendar so that other young planners can benefit from interesting workshops in the years to come.

Acknowledgments

The Young Planners would like to thank Jim Colman (Australia), Jan Goedman (Netherlands), Joan Domicelj (Australia) and Keith Houghton (Australia) for kindly giving their valuable time and experience to the weekend workshop.

3.7 *PRAGUE, CZECH REPUBLIC*

4th Young Planners' Programme

Prague, Czech Republic

4 - 10 September 1994



EXPANDING DEMANDS ON PLANNING

**In what way can cooperation experts, politicians,
entrepreneurs and citizens lead to effective planning action?**

3.7.1

REPORT BY THE YOUNG PLANNERS' COORDINATOR

Vít Rezác, Czech Technical University, Faculty of Architecture Prague, Czech Republic

Introduction

The 30th Annual Congress of ISoCaRP was held in Prague from 4th to 10th September 1994. Three days prior to start of the main congress began a Young Planners workshop which has been tradition since 1991. The Young Planners' Workshop was a three days event which was developed and organised by the Czech Organizing Committee and the staff of the Faculty of Architecture CVUT Prague. The tutor of the projects was Prof. Federico Malusardi from Rome and Mr. Michal Hexner from Prague. The workshop was attended by 22 planners from 11 countries.

The Young Planners' programme provided, as usual, a unique opportunity for planners from different parts of the world, with different cultural and professional backgrounds to work together.

The theme of the workshop was the impact of recent political changes to the city of Prague. This topic introduced a new or untraditional approach to the large scale development opportunities in close proximity to the historical core of Prague.

This report summarises the work of each of the Young Planners' groups.

The Project Area

Many ideas arose and many plans were elaborated for development and redevelopment in the central Prague area during the last decades, but they have remained mostly unimplemented. Now, that central Prague has regained its value for entrepreneurs, planners and architects also have to reconsider their traditional view of problems established in a period of stagnation.

The three chosen sites are located close to the historical core of Prague. They are mainly misused or under-utilised, but becoming an issue for investment interests. Stone embankments with large public and office buildings enclose the historical Old Town and New Town from the Vltava river. Secondly, vast dump sites and derelict lands stretching out to the suburbs. Lastly, railway yards taking up large central areas, that have been proposed to be redeveloped for the needs of the city centre.



The Questions

The Young Planners were asked to analyze the present situation and answer the following questions:

- What kind of development [in terms of spatial order, land use and also urban design] does Prague need to become a viable and healthy city?
- Does Prague really need the traditional development sites in the central area - in what way and for which kind of development? Should the new areas serve as the replacement sites of some activities in today's city core?
- What kind of management and financing should be used in particular sites to reach the desirable solutions?

The Workshop

The participants were given a lecture about the needs and constraints of the city of Prague and about the planning policy in the Czech Republic. They were taken to the sites of the chosen study area.

Before starting work on the sites the planners agreed upon the character and changing identity of Prague in European terms.

The work began with a general discussion involving all the Young Planners, Professor Malusardi, the tutor of the Programme, and Vít Rezác, faculty member of CVUT. The aim was to propose the strategy for development of the sites in the context of the town and further to specify a common approach for action in the three sites.

The results were:

1. The development should meet the needs and expectations of the citizens of Prague.
2. Ecological corridors should be established and linked integrating existing open spaces.
3. The river front should be revitalised and integrated with pedestrian zones and green areas.
4. Mixed-use developments should be envisaged with medium-low densities.
5. The island Stvanice in the centre of the three sites should be used for establishing the connection links.

After a general agreement on these guidelines the participants split up into groups according to the different chosen sites / boulevard, Bubny, Maniny/. Even within these groups there were further divisions based on the specific interests of the planners.

Maniny Site

Members:	Jacqueline Hamilton (Canada)
	Sonya Meek (Canada)
	Luiz Merino de Freitas (Brazil)
	Pieter Klomp (The Netherlands)
	Berry v.d. Berg (The Netherlands)
	Jeroen Hoefsloot (The Netherlands)
	Frans Wittenberg (The Netherlands)
	Vít Rezác (Czech Republic)

The general concept was the restoration of the river front from an ecological, social and economic perspective. The group put the stress on the use of existing environmental conditions as a basis for site design. Furthermore they proposed to restore the natural systems of the area.

The group put forward one general policy to implement this strategy which included:

1. Environmental aims
including ecological connections (biocorridors), establishing flood plain wetland and air quality consideration
2. Social aims
integrating housing and green belts, opening the connection from Karlin to the river and developing the recreation potential of Maniny site
3. Economic aims
which would boost the economy in terms of commercial development and tourism.

The plan proposed a mixed use development for the site incorporating ecological, residential, commercial and open space components.

Ecological restoration included water quality improvement, air quality improvement, restoring natural flow pattern of the river and establishing a riverside wetland area within 25 yr. flood plain of river.

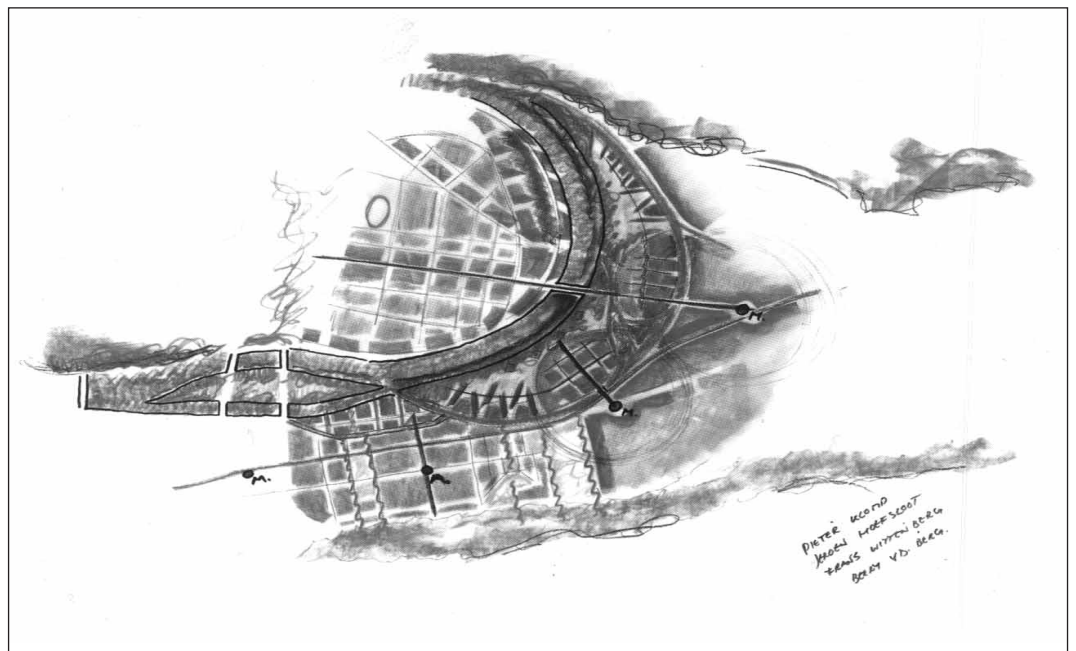
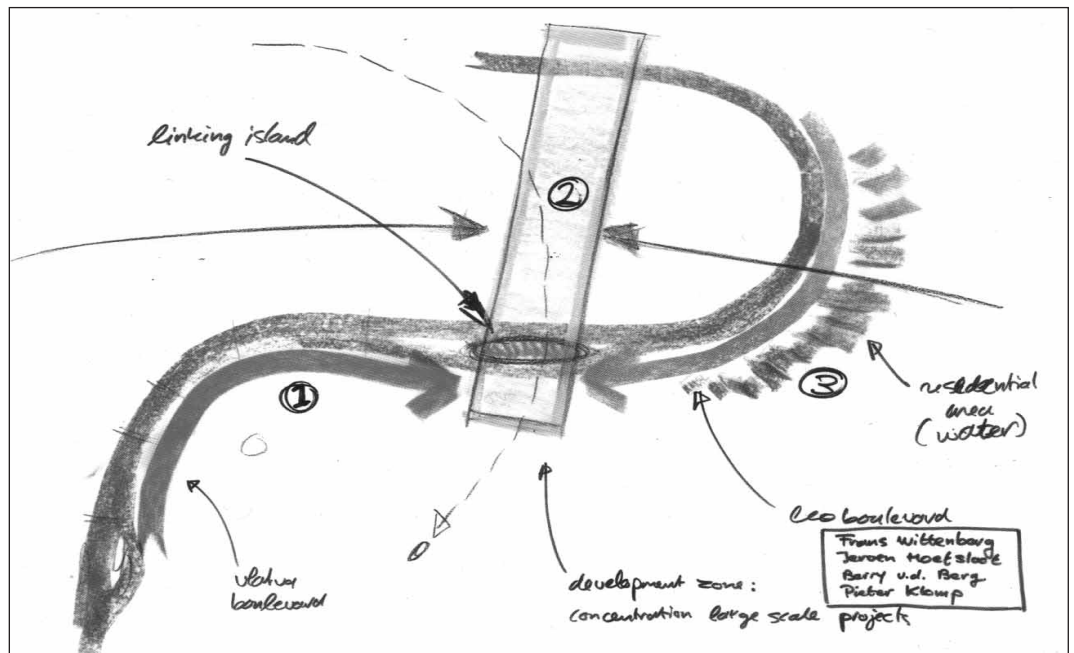
The connections and linkages are to be created along ecological corridors linking open space network and integrating pedestrian destinations [metro,

residential and commercial development] with the riverfront.

The important part of the project is an environmental education. This programme is ensured by building a boardwalk along ecological corridors (trail along floodplain wetland) incorporating a system of piers of interpublic centres (observation centres).

The development of the site is strongly based on its carrying capacity (sustainable development principle). Within 100 yr. flood plain the functions will be limited to non-intensive use (recreation, open space, residential).

The proposals recommend medium density residential area (with a special design considerations), incorporates non-intensive uses, including community garden plots, market place, small scale retail. Outside of 100 yr. floodplain level an intensive commercial development is focused. It is based on local residential services and employment needs. It also provides secondary tourism benefits. Stvanice island serves as a community focal point.



3.7.2 GROUP 1

Group 1

Project:

Embankment Area

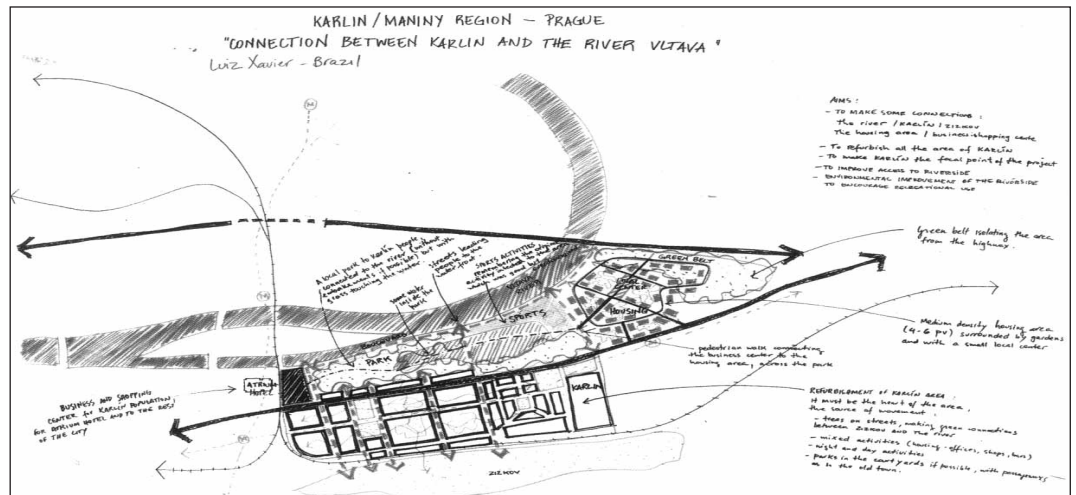
Participants:

Tracey Peedle
Scotland;

Nidal Amer,
Syria;

Bernard McIntyre,
Canada;

Julia Lourenço,
Portugal



The group chose a 1,800 metre long stretch along the Vltava river, bordering the main historical centre. The area is dominated by stone walls and traffic with 19th century buildings. There is no direct access to the river in the whole area.

This area was felt to be quite important as it can either be the link or the connecting space between the right and left banks of the river. The strategy was to revitalize the site both for visitors and for the locals and create an appropriate connection among the different spaces and various people.

The team split up into three smaller units working on separate parts of the one area based on their physical characteristics.

In order to make the proposals for the study area, a need was felt to frame it in a wider context.

The importance of Prague as a

medieval and baroque artistic centre is still reflected in its downtown streets. Thus, tourism should be carefully encouraged if possible in harmony with other vital functions of the town. The pressure to develop is extreme, especially for commercial use.

The suggestions made deal with these issues:

1. Avoiding personal transportation, except cars for residents, to the city centre. The metro should be the main transportation mode. The first proposal was to ban car traffic in streets with trams. Also the pedestrian sidewalks could be enlarged.
2. Avoiding car parks inside the city centre and along the banks as they generate extra traffic that should be diverted from the area. Car parks should be built at integrated transport centres, if possible above metro stations. This does not agree with the proposals planned by the municipality which call for much larger parking areas.

3.7.3

GROUP 2

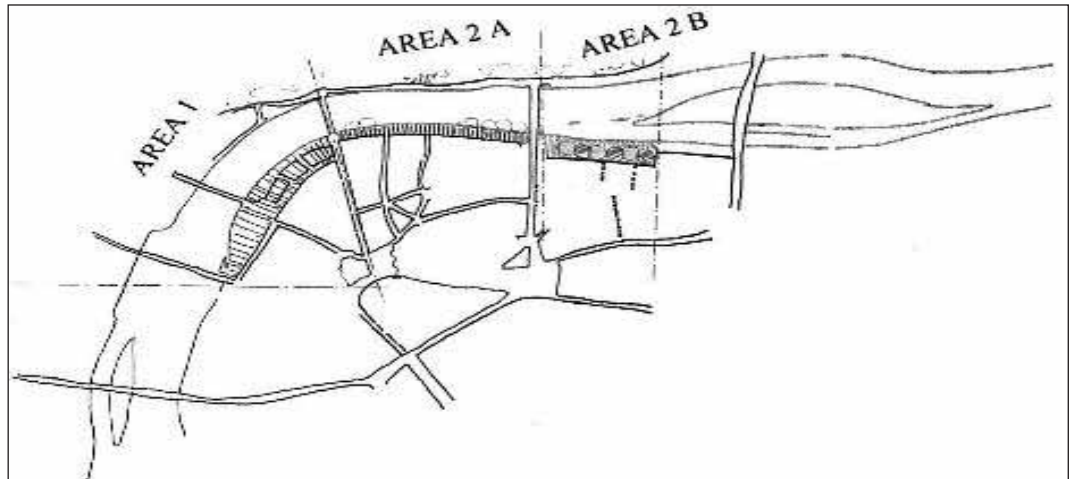
Group 2

Project:

Prague. The Bridge
over Europe

Participants:

Elvan Uzel, Turkey;
Melih Birik, Turkey



Proposals

Historic Embankment Area

The group proposed to build 4 viewing platforms as focus points at the ends of radial streets. Furthermore the bridges and strategic buildings should be illuminated to attract people in the evening and at night. New shops on the street level should be opened all over the embankment. A landscaped corridor will link this area with the L. Svobody embankment.

Nabr. L. Svobody Embankment

The ground level of existing buildings could be converted to retail, shops and restaurants. In the long term the profile of the road could be changed and a new pedestrian zone created. A more lively environment on the riverbank should be introduced too: small cafes, floating restaurants, landing facilities for boats, space for street theatre and music.

The Bazaar Area

This is the most distant place from the historical areas. Visitors just go there to get aboard their coach when it is parked here. Prague citizens do not seem to use it at all.

The very first proposal which is quite easy to implement, is to establish a season of periodical open air fairs (for example antiques, old books, magazines, paintings) on established days (Saturdays or Sundays) so that people would be attracted to go to this area. The site with gardens and parks seems particularly appropriate for this purpose.

A more ambitious proposal would be to use the idea of the Atrium Hotel, so that car traffic is tunnelled and the access to the riverfront is made easier to the people via a platform.

Prague is experiencing big changes in its political structure which reflect themselves in physical structure as

well. The newly developing capitalist approaches to the environment and cities will certainly effect Prague too. These have a strong pressure on the old city centre which is unique in the world. The authors don't want to disturb this uniqueness. That is the reason why they suggested to concentrate the new development to the Bubny area, which seems to be more appropriate for commercial functions.

The principles of the project:

All of the embankment area with the

different characters are to be connected by a conceptual bridge of function, image. The northern part of "the bridge" is considered as the gate to Prague. The office buildings are proposed there. This development is isolated from the residential and recreation areas by the river. The "green bridge" links the hotels on the southern site. The Stvanice island as an intersection point of the three sites is foreseen as a recreational area.

3.7.4

GROUP 3 and GROUP 4

Group 3

Project:

Prague Embankment
Development

Participants:

Héctor Floriani,
Argentina;

Robbert Rhemrev,
Netherlands

The group dealt with the whole territory. The old town district should become a new linkage to the riverbank and to the Letná park on the other side of the Vltava (funicular). This area will be reutilised for recreation purposes. The embankment should be developed as a boulevard with cafes and restaurants, shops and access to the water. Holesovice has possibilities to become a central business centre. The recreational function of the Stvanice island can be upgraded, too. The con-

nection Holesovice -Stvanice - Tesnov can become the other end of the town on the waterfront like "Ponte vecchio". The 'Rohnasky ostrov area' can be used for small factories

The Bubny area is located near to the heart of the city and is currently not in use, except for rail transportation. For Prague citizens it seems like an eyesore and wasteland. Yet, it has a very different character from the rest of the surrounding residential areas.

Group 4

Project:

Bubny Area

Participants:

John Leonard,
United Kingdom;

Sudipto Mukerjee,
India;

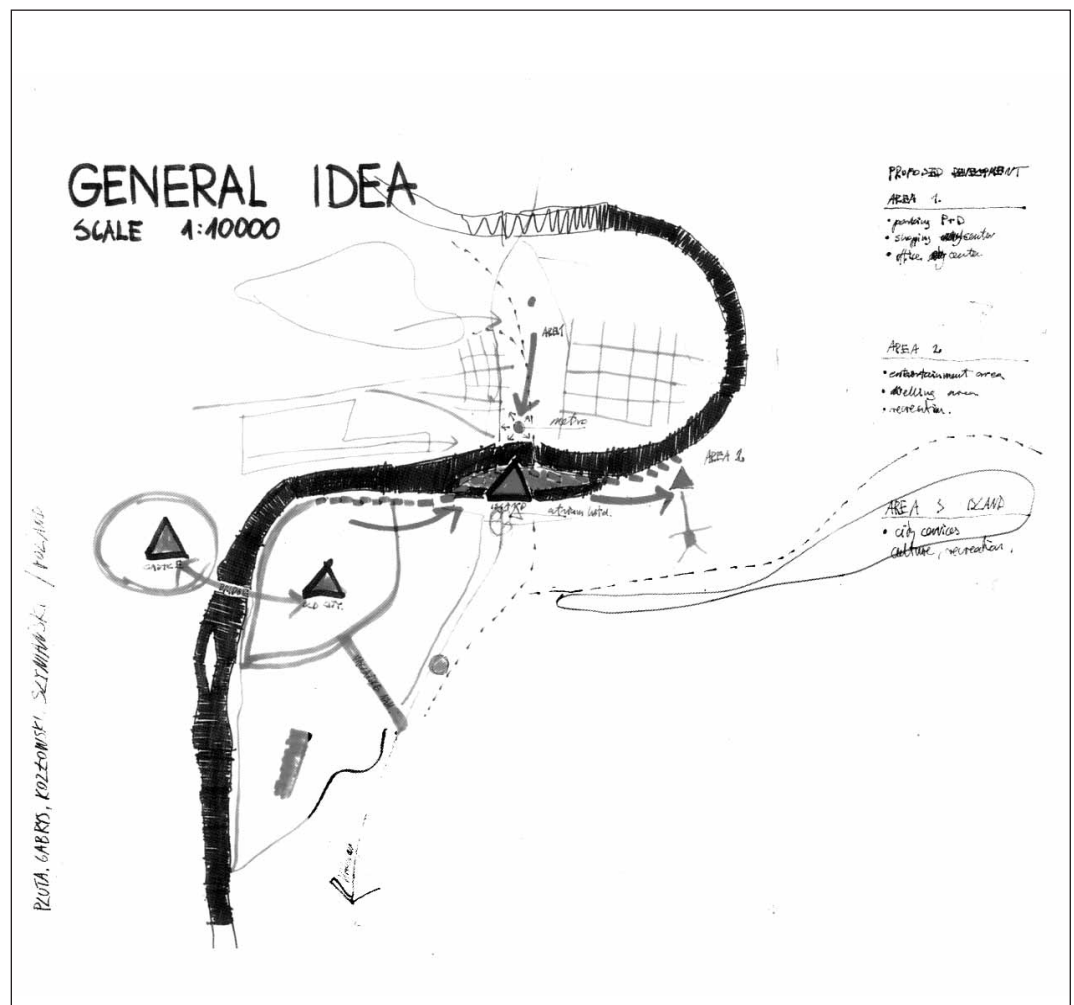
Sumitra Srinivasan,
India;

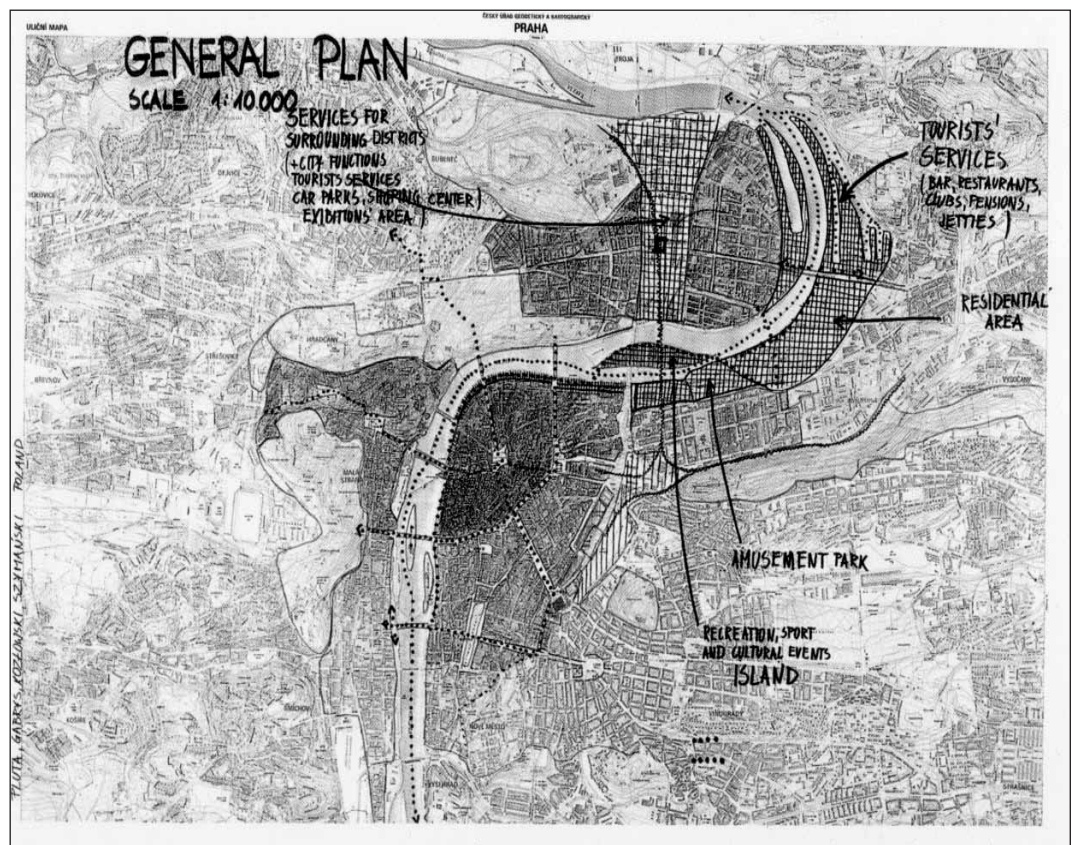
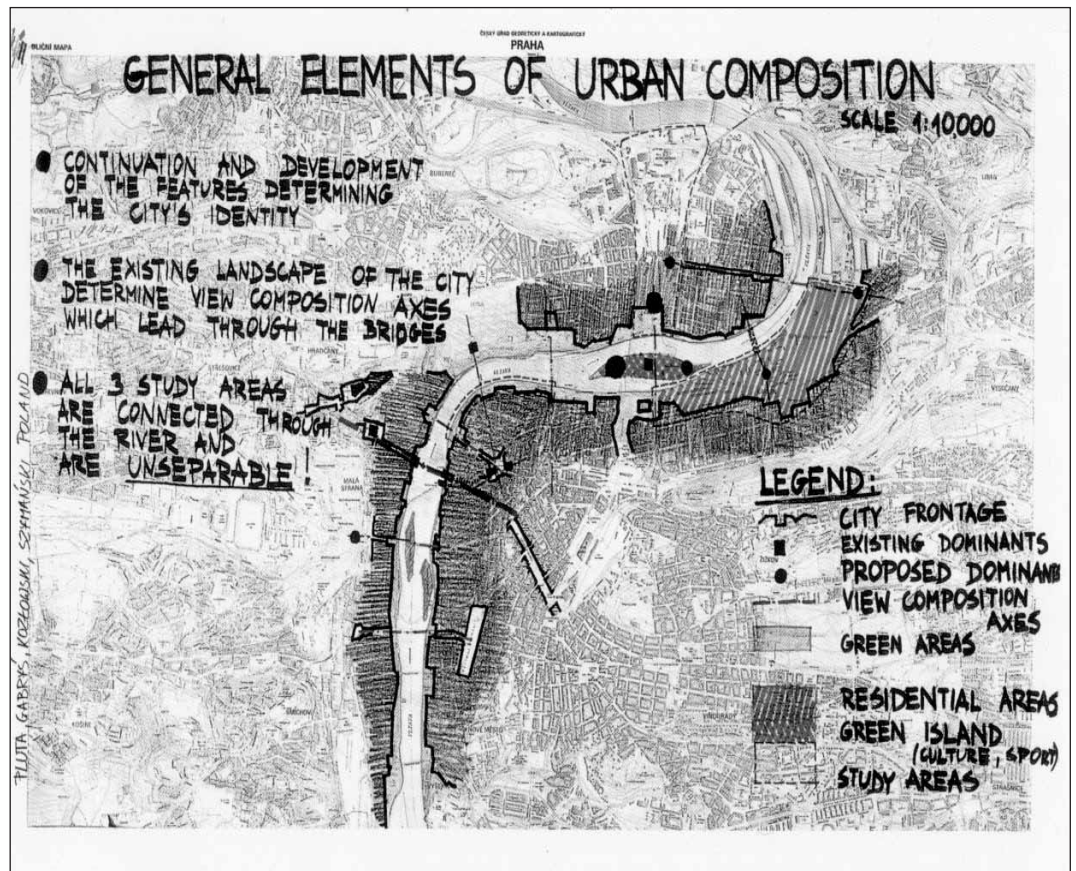
Malgorzata Gabrys,
Poland;

Przemyslaw Szymanski,
Poland;

Katarzyna Pluta,
Poland;

Poitr Kozlowski,
Poland





In keeping with the overall concept of developing the three sites with functions which would serve the needs of the people of Prague, the group identified a demand which would possibly be the most powerful instrument of economic change. This demand would come from a generation of “young professionals” who would prosper in the changing economic environment. They would need spaces for new business and functions so far missing in the socialist regime. They envision the development of the Bubny area because it fulfils the needs for the location and the usable space for commercial activities. Further, due to this good location, the Bubny area can be developed as a public space, too. It could comfortably serve the people from the suburbs and thereby reduce the pressure on the city centre. This would mean the development of highly remunerative commercial activity of city importance. In the age of modernisation and communication the Bubny site has a unique advantage of being at the crossroads of so many different modes of transport. With provision of metro, tram, rail, airport shuttle into the city centre, cars could be stopped here and people may be encouraged to use the public transport systems.

The identified functions would require a large scale development. Thus arises a need for the establishment of a development agency which would undertake this task.

The development and implementation of the project could be of the following nature:

- entrusted to a private development agency responsible for development and maintenance
- provide the exact development strategy to be followed
- provide broad architectural and development guidelines which have to be adhered to
- specify the ceiling costs for the business offices for young professionals
 - this would ensure that the actual target group receives the advantages of the development
- provide the site to the private agency once the communication infrastructure and support have been developed by the government.

Being centrally located and unique in the nature - yet poorly used - the development of the site should be based on the principle of integration.

The site while retaining its unique nature by the functions that will be put in it, should at the same time be part of the surrounding areas so that it does not lose its connection with the rest of the town. Integration should be achieved in the following ways:

- Integration with Stvanice island. This can be achieved through light railway system going to the city centre. A pedestrian bridge could also become a link to the recreational facilities located on the island.
- Integration with the suburbs. The extension of the metro to the fringe areas and the development of a modal interchange point would ensure the integration of all parts of the city.

- Visual integration. Low scale development within the site and the provision of a strong arterial axis would ensure the visual integration of Bubny and centre. A focal building located on the former railway track could become the visual integrating link.
- Integration within the site. While a system of green and open spaces of different scales could be one integrating element, the integration of the two parts of Bubny divided by two railways tracks can be achieved through the underground passage coming up from the metro station Vltavska.

The functions envisaged in Bubny are very different from what has been built for the last forty years. The proposed development should keep an equal ration of built-up area and open spaces. Thus, instead of specifying a single Floor Area Ratio, the competent authority must ensure that the ratio is evenly distributed throughout the whole site. In this way it can be ensured that the resulting development is in tune with the fabric of the surrounding areas, while the exact designing may be left flexible for the investor to decide.

Functions

The following functions and tasks should be given by the city authority in its brief to the private agency responsible for the development:

- Business areas which would have medium to small offices for young

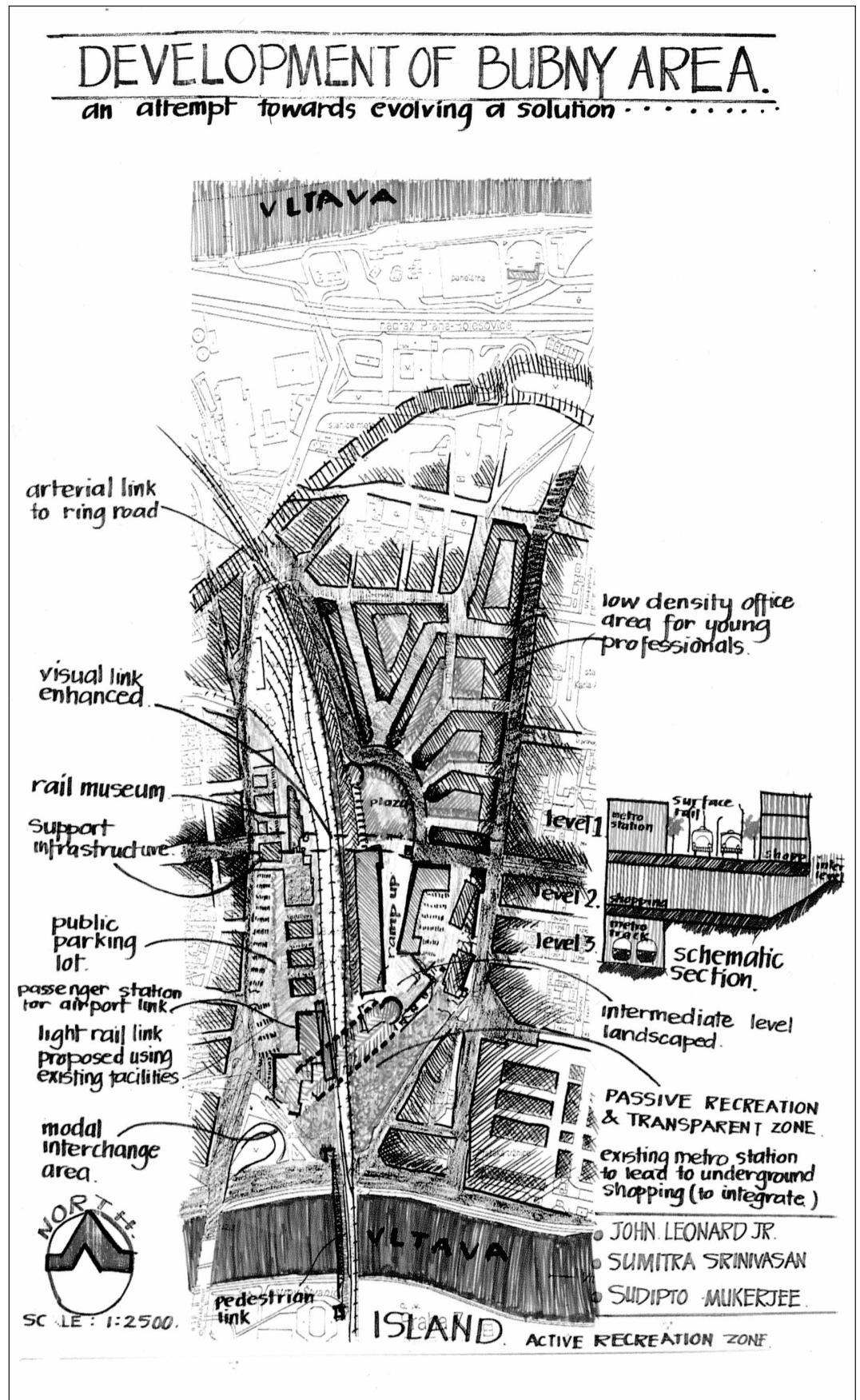
professionals, telecommunication facilities, garages, restaurants

- Public spaces hierarchically ordered in the whole site
- Commercial space which includes department stores, luxury shops, retail. The shopping centre should be directly connected with the metro station in the underground level.
- Parking areas - one near to the metro, second one by the commercial zone
- Large interchange point with bus station, new commuter rail station, metro and trams.
- Focal building reflecting the old character of the space, for example a railway museum.
- Area for support infrastructure provided along the western edge
- Area for rail sidings which will continue to be used

Thus, while the ultimate development may vary in detail, the broad zones of activities have to set what would be the crucial point for the successful development.

Conclusion

The Young Planners' Workshop was considered by all to be a great success. Some participants were even invited to present their work in the main Congress programme.



The aim of each group's proposals was to implement a common strategy by keeping the unique character of Prague, improving the riverside environment and boosting the economy on the local and city scale. All proposals put forward provided opportunities for recreation. This should result in an improvement in the quality of life and hence wellbeing of local people.

To conclude, all participants would like to thank ISoCaRP for the opportunity

to take part in the Prague workshop during the 1994 Congress. It is hoped that the Young Planners Programme has already become a traditional part of ISoCaRP and that other Young Planners will benefit from it in the coming years.

Inclusion of the Young Planners' Report into the Final Report has been made possible by a grant from the Sir Herbert Manzoni Scholarship Trust.

3.8

GLASGOW, UNITED KINGDOM

3rd Young Planners' Programme

Glasgow, United Kingdom

31 Augustus - 4 September 1993



CITY REGIONS AND WELL-BEING

**What can planners do to promote the health and well-being
of people in city regions?**

3.8.1

REPORT BY THE YOUNG PLANNERS' COORDINATOR

Introduction

The 29th Annual Congress of ISoCaRP was held in Glasgow from 30th August to 4th September 1993. The theme of the Congress was "City Regions and Well Being" and asked the question, "What can planners do to promote the health and well being of people in city regions?"

On the weekend prior to the start of the main congress, a young planners workshop was held which aimed to address the theme of the Congress in relation to a specific project area the River Clyde in Glasgow.

ISOCARP first introduced a programme for Young Planners in 1991 and since then it has gone from strength to strength. In Glasgow, the Young Planners Workshop was a two-day event, which was developed and organised by the Scottish Young Planners, and which was attended by 30 young planners from 13 countries.

This workshop provided a unique opportunity for planners from different parts of the world, with different cultural backgrounds to work together in addressing important planning issues and also to demonstrate what planners could do to promote the health and well being of people.

The Workshop

The Workshop was entitled, "The

Regeneration of the River Clyde in Glasgow". On day 1, after an introductory session, informative presentations were given by invited speakers from Strathclyde Regional Council and the City of Glasgow District Council. The Young Planners then divided into three groups with the remit to consider development opportunities and proposals for a specific area of the River. The three project areas were Partick/Kelvin/Govan in the west of the City, the City Centre and Dalmarnock in the East End of the City (refer to Map 1). Each group went on a study tour of its project area, which was led by Local Planners from Glasgow District Council.

On the second day of the workshop, each group was issued with a project brief. The brief provided information on the historical background of the area and the key issues, which now affect the area. Opportunity sites were also identified. On the basis of the project brief and the impressions and information gathered from the previous day, each group was asked to prepare a broad strategy for the future role of the river and to develop a package of proposals for their project area. Both the strategy and the specific proposals would emphasize the 'health' theme of the Congress.

This report summarizes the work of each of the three groups and draws some general conclusions on the outcome of the workshop.

Map 1
Location of Project Areas



- A • RIVER KELVIN / PARTICK & GOVAN
B • CITY CENTRE & CUSTOM HOUSE QUAY GARDENS
C • DALMARNOCK

3.8.2

GROUP 1

Group 1

Project:

River Kelvin / Partick
And Govan

Participants:

Dr. Imtiaz Alvi,
Pakistan;

Chusnul Mariyah,
Indonesia;

Helen O'Loughlin,
Australia;

Aggripina Mosha,
Tanzania;

Hari Srinivas,
India;

Bruno Widmer,
Switzerland;

Fernando Brandão.
Alves, Portugal;

Jan Mattsen,
Sweden;

Julie Bryce,
UK;

Laura Rentsen,
Netherlands;

Sheila Alderson,
UK

The Project Area

The project area is located to the west of Glasgow city centre and comprises the neighbourhoods of Partick and Govan on the north and south banks of the River Clyde. Until the mid 19th Century both Partick and Govan were small riverside villages but with the rise of shipbuilding and associated industries and the corresponding influx of population to Glasgow, both settlements grew dramatically in the latter part of the Century. The area was the focus of Glasgow's shipbuilding industry and also contained docks and granaries for the import and export of goods. These activities have declined significantly since the 2nd World War however and activity has moved down-river, with only one shipyard and some low key dock facilities still active within the project area. There is therefore a legacy of derelict and under-used industrial land along the riverbanks within both Partick and Govan.

Both areas are characterised by tenement housing, three or four storey blocks of stone built flats. In this type of housing, considerable areas were demolished, particularly in Govan as part of 'Comprehensive Development Programmes'. Since the 1960's Partick and Govan have experienced contrasting fortunes. Much of the tenement housing in Partick has been refurbished and is now popular with first time house buyers and students. The area is also an attractive retail

centre and has retained most of its tenemental shops along Dumbarton Road. Govan on the other hand has lost most of its original tenement housing, and although modern public housing has been constructed the area remains economically depressed with high unemployment and social problems. Both areas however are well connected to the centre of Glasgow by road and rail links.

Key Issues

The project area faces a number of specific planning problems which to date have restricted successful urban regeneration. In Partick, the railway and expressway form a twin barrier separating the community from the waterfront. The underused land available for development therefore forms a long, narrow strip contained by the river and the expressway, which in the past has proved difficult to access. The expressway is operating at capacity and any new major development in the area would require significant investment in road improvements. The area also has problems associated with urban form. The disused granaries at Meadow side are perceived to be ugly, are not capable of conversion to normal residential use, and would prove costly to demolish. Partick Cross has been blighted by demolition of many of its original buildings and currently fails to provide a townscape focus.

In Govan, there are considerable areas

of vacant land and derelict industrial property, and areas of poor quality housing remain despite much new house building and rehabilitation. Many of the housing areas are adversely affected by traffic. The area is characterised by unemployment, poverty and low purchasing power within the community.

Project Brief

The brief for the group was to develop a strategy and proposals, which would address the issues above and bring the river back into the life of the local communities.

Development Strategic

The group, while recognizing the major problems associated with the area, decided to concentrate their attention on identifying the area's potential and devising appropriate development solutions. It is clear that Partick and Govan had many exciting opportunities which if properly exploited could provide development which would create new jobs and revitalize the local communities.

The group's strategy for the area was based on the creation of 'precincts' based on the existing townscape units, with each precinct providing a focus for particular types of development. The group were keen to develop linkages and relationship between these areas of activity, through the creation of green corridors, walkways and improved security along the waterfront to encourage more public use of these areas. The group's strategy also

recognised the importance of the historical character of the River Clyde and sought to retain this through the reuse of old industrial buildings.

Summary of Proposals (Map 2)

The group prepared a comprehensive set of proposals for each of the development 'precincts' within its project area. These can be summarised as follows:

1. Garden Festival Precinct

It was proposed that the existing housing and Business Park uses be retained. The main unused part of the site would be converted into a small golf course, linked by the Bells Bridge to the Scottish Exhibition Centre and Hotel.

2. Scottish Exhibition Centre Precinct

The extensive parking area was considered to be unattractive. In the short term it was proposed that this be landscaped; in the long term the possibility of putting the parking underground should be investigated, freeing land for development.

3. Maritime Museum Precinct

The Govan Graving Dock and the Princes Basin were seen as the focus for a major maritime museum, with associated small-scale manufacture of sailing boats, and the creation of a marina and sailing school. This location was also proposed as the base for riverboats and floating 'exhibition platforms'.

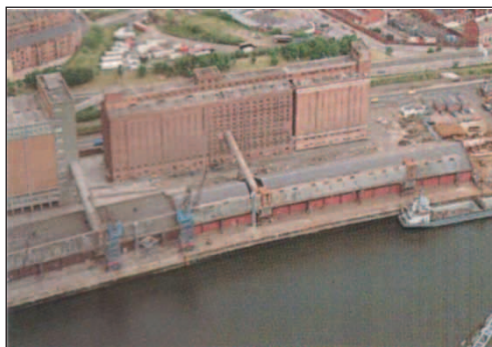
4. Govan Precinct

The economic regeneration of this area was seen as a priority. It was pro-

posed that the Govan Cross area should be used for a large-scale Sunday market, with traffic being diverted away from local roads on that day. There was also scope for improving public access to the waterfront and providing pedestrian links to the Maritime Museum Precinct. Govan Parish Church was considered to be an important townscape focus requiring environmental improvements.

5. Granaries Precinct

The Building immediately adjacent to the waterfront should be demolished and parkland created. The older Granary building was proposed for artist's studio housing, including a large display area suitable for exhibitions of industrial sculpture and large scale canvasses. The remaining Granary building would house a museum of Glasgow history, incorporating a Genealogical museum where visitors to Scotland could trace their ancestors.



The Granaries

6. 'Volcano' Precinct

The area around Partick Cross was considered to lack a focus in terms of urban form. Some of the existing buildings including the 'Volcano' disco were unsympathetic and it was proposed that these be removed and an



The Volcano

urban square created around the existing church building.

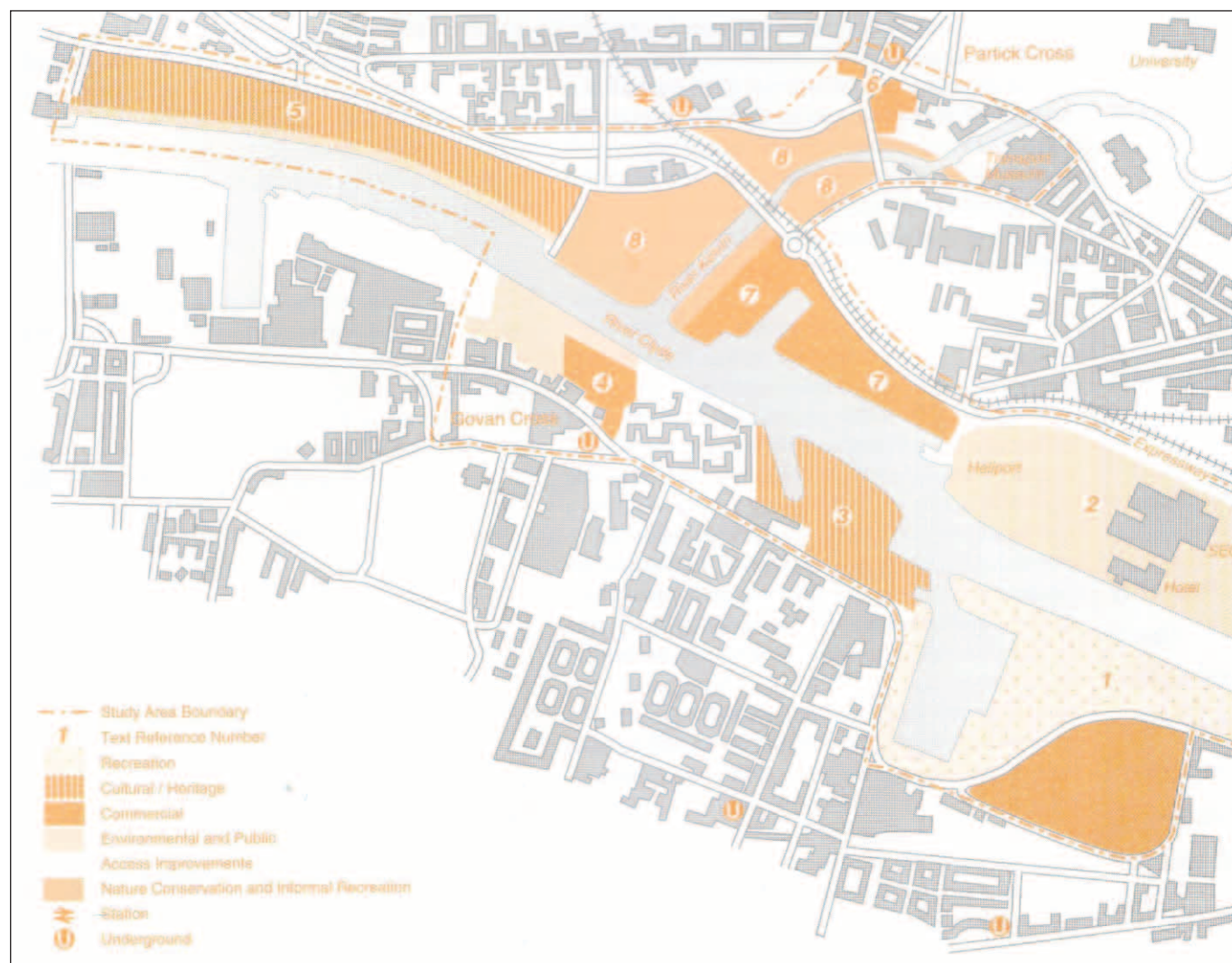
7. University Research Precinct

The existing warehouse uses in the Ferry Road/Yorkhill Quay area were considered to be unsympathetic. It was proposed that these be demolished and replaced with a research park, where products developed at Glasgow University could be manufactured in a landscape setting. Walkways would connect with the Scottish Exhibition Centre and 'Volcano' precincts.

8. Rives Kelvin

The area at the mouth and along the banks of the River Kelvin should be retained as a wildlife habitat with informal public access.

Map 2
River Kelvin
Partick & Govan
Summary of proposals



The Graving Docks



3.8.3

GROUP 2

Group 2

Project:

City Centre & Custom
House Quay Gardens

Participants:

Ali Asgaray,
Iran;

Gordan Kirkby,
Australia;

Aafke Nijenhuisen,
Netherlands;

Haydee Beltran,
UK;

Uran,
Colombia;

Fernando C. Sacadura,
Portugal;

Andrew Fleming,
UK;

Hulya Atalay,
Turkey;

Fiona McDermott,
UK

The Project Area & Key Issues

The project area covered both banks of the River Clyde in the centre of the city and extended northwards to include St. Enoch Square and prime development sites to the east of the modern St. Enoch Shopping Centre. The area also contains a number of smaller development sites and two significant vacant Listed Buildings with potential for reuse: The Briggait, formerly the Fishmarket; and Laurieston House (1802-1820), part of the restored terrace along Carlton Place which has exceptionally fine interior plasterwork.

Custom House Quay was previously a commercial quay. The demise of the city's port presented the opportunity to reassess the river's use and in the late 1960's the City Council purchased large sections of the riverfront to create a landscaped walkway and enable public access to the river. Custom House Quay Gardens were constructed in 1973 but are now in a deteriorating physical condition. Additionally the design, with changes in level, retaining walls and dense shrubbery, screens the walkway from view. Whilst this was intended to provide a 'buffer' from heavy road traffic along Clyde Street the design further isolates the river walkway from the city centre, making it vulnerable to abuse with implications for pedestrian safety and security.

The other key issues that the group

were asked to address included the extremely poor visual and pedestrian linkages between the city centre and the river, the lack of activities and attractions along the river front and on the river itself, together with the water level with the tide. This section of the river is no longer dredged and mud flats appear at low tide. As well as being visually unattractive, the increasing siltation of the river restricts navigation and thus the potential for pleasure boats/ferries.

Project Brief

The challenge for the group was to prepare a set of proposals, which would help integrate the river with the city centre and create a safe, accessible, vibrant and exciting waterfront, which would be a major attraction of the city.

Strategy

The group's broad strategy was for the river and its immediate hinterland to become the 'green backbone' of the city with increasing importance for leisure and public recreation with walkway and cycleway connections along the riverbanks. To realize this potential it would be essential to improve water quality e.g. by introducing policies to restrict the discharge of industrial waste into the river, and to raise the water level in the city centre to the River Kelvin stretch by constructing a weir. This should incorpo-

rate a lock to allow for boat access. It would also be important to promote developments and activities, which attract people and to consult with the public.

Summary of Proposals

Within the project area itself, the two most radical and imaginative proposals to emerge were, firstly, to challenge the accepted design concept that an urban riverfront should be 'hard' in character, and, secondly, to directly connected the city centre and the river by extending an existing civic square south to the riverfront. This would involve demolition of some buildings and, perhaps rather unrealistically, the tunneling of Clyde Street beneath the extended square.

The comprehensive set of proposals prepared by the group are summarised below. Numbers relate to those on Map 3.

1. St. Enoch Square

Pedestrian access and view towards the river are obstructed by the two entrances to the Underground Station and the bus terminus. Proposed improvements included relocating the bus terminus, removing the two Underground entrances and converting the attractive small sandstone buildings in the centre of the square back to the stations entrance.

2. Dixon Street

To improve visual and pedestrian links with the river it was proposed to extend St. Enoch Square by widening Dixon Street and tunneling Clyde

Street under a pedestrian plaza.

3. The Riverside

A pontoon landing stage for riverboats would be located at the southern end of this pedestrian plaza. Smaller pontoons or jetties along the embankment would encourage water-based recreation, e.g. fishing.

The existing landscaping along Custom House Quay would be replaced by a grassy embankment, gently sloping down to a walkway along the river edge. This more natural treatment would reflect the landscape along the opposite bank and at Glasgow Green, a large area of mature parkland to the east. The pedestrian walkway should be extended beneath the Victoria and Albert Bridges to directly link with Glasgow Green.

The group also identified opportunities to promote usage of the river and walkway to link with other attractions, such as the Scottish Exhibition Centre, further down the river.

4. City Centre – East

It was proposed to develop the major sites east of Stockwell Street for mixed uses, including a high element of housing to generate activity and supervision within the project area. The form of the development should respect the existing street pattern and wynds (narrow alleys), which date from medieval times. Green amenity space could be introduced in courtyards.

5. The Briggait

The Briggait (former fishmarket) has potential for entertainment uses such as a theatre, small casino, cinema and restaurants. To create a distinctive

*The Briggait*

identity to the riverfront it was suggested that restaurants should have a 'sea food' theme. Closing the section of Clyde Street adjacent to the Briggait to traffic and creating a pedestrian plaza would enable activities to spill out onto the riverfront e.g. outdoor café's, restaurants.

6. Public Transport

Opening a new station possibly for light rail transit) on Bridgegate would provide improved public transport for the entertainment complex at the Briggait.

Improved accessibility to the main rail network could be achieved by creating a new entrance to Central Station on Clyde Street.

7. Carlton Place

Conversion of Laurieston House on the south bank to a Georgian period museum would complement other historic attractions in the city.

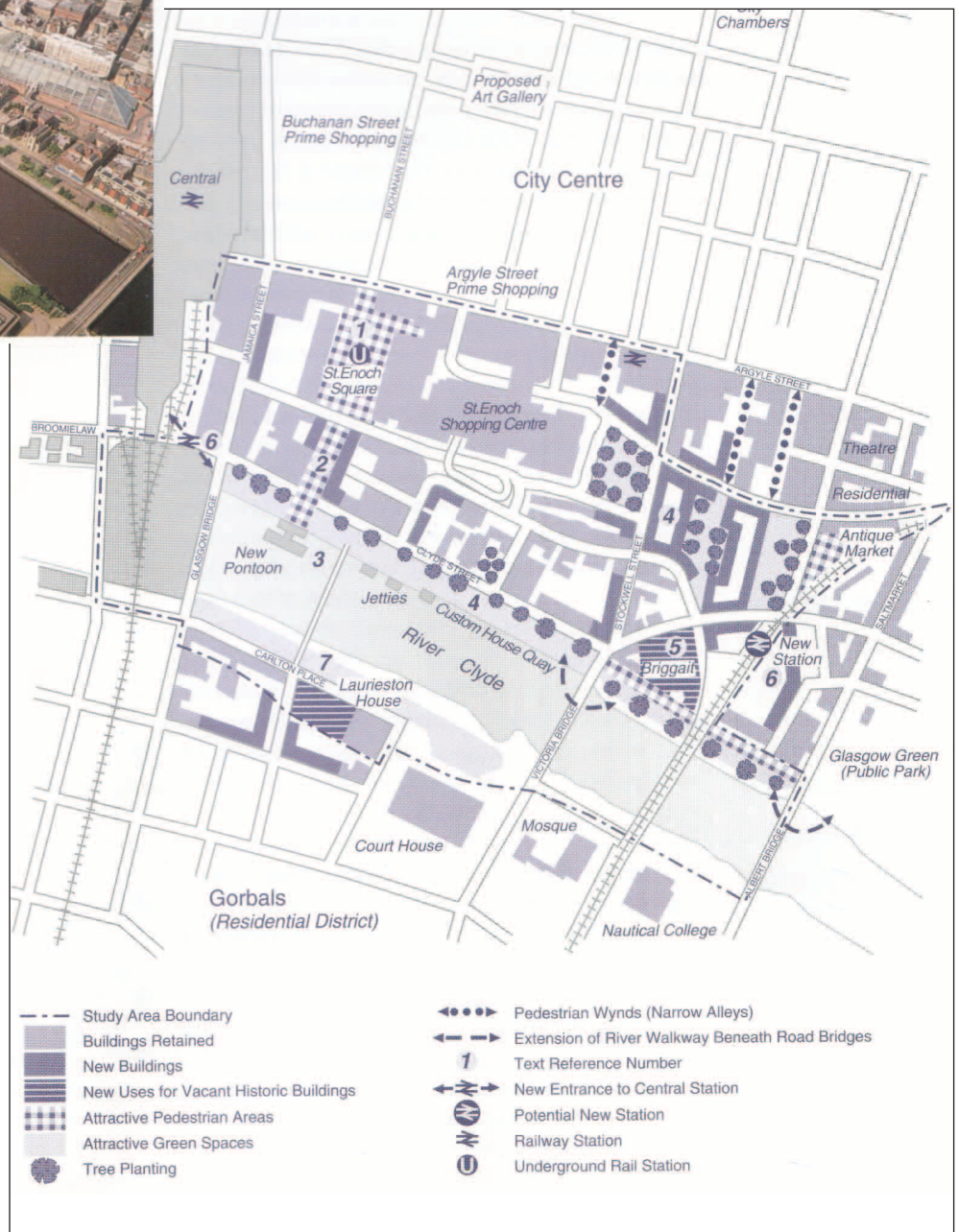
An outdoor weekend art market in Carlton Place would be a further attraction and incentive to visit the riverfront.

*Carlton Place*



City Centre

Map 3
City Centre & Custom
House Quay Gardens
Summary of proposals



3.8.4 GROUP 3

Group 3	Project Area	Key Issue
<p>Project: Dalmarnock</p> <p>Participants: Ibrahim H. Ibrahim, Egypt;</p> <p>Leopoldo Vaz, Portugal;</p> <p>Tim Coleman, Australia;</p> <p>John Burrow, Sweden;</p> <p>Isabel Marues, Portugal;</p> <p>Luis Merino F. Xavier, Brazil;</p> <p>Tracey Peedle, UK</p>	<p>Dalmarnock is located in the east end of the city and is an area which has suffered the effects of industrial decline since the 1960's.</p> <p>Dalmarnock was a quiet rural area on the eastern edge of the city until the 19th century during which it became increasingly industrialised. By the 1930s Dalmarnock was a thriving community, which was dominated by heavy engineering and manufacturing industries many of which were located on riverside sites. However, by the 1960s this economic base was in terminal decline and by the 1980s most had closed down altogether. The loss of the industries brought about economic, social and environmental problems on a large scale. In terms of the effects on the River, this resulted in large areas of vacant and derelict land adjacent to the river, which were former industrial sites. The problem of this dereliction was exacerbated by the blighting effect of the M74 Motorway proposals and as a result many of the sites remain vacant. However, as the route of this new road has now been decided, much of this previously blighted land can be freed up for development. This provides an ideal opportunity to look at ways in which this land can be utilised to contribute to the regeneration of Dalmarnock.</p>	<p>As a result of its past, Dalmarnock today faces a number of key interrelated problems. These include the vast amount of vacant and derelict land, much of which has poor ground conditions and suspected ground contamination, rendering it difficult to develop; the depressed local economy and lack of job opportunities; the declining population of the area: the lack of recreation and leisure facilities; and the need for greater management of the environment. These problems combine to give an impression of Dalmarnock as in decline.</p> <p>Project brief</p> <p>The group was asked to address these problems and produce ideas for the regeneration of Dalmarnock, which would result in a better quality of life for the people living there.</p> <p>The group identified the River as a key landscape element of the city and the strategy put forward was to develop this as a leisure and recreational facility and a possible transport corridor.</p> <p>The group put forward general policies to implement this strategy, which included:</p> <ul style="list-style-type: none"> • removal of physical and visual barriers to accessing the river in Dalmarnock to encourage recreational use by local people;

- provision of facilities and access for recreation e.g. boat ramps, bicycle paths, foot paths, lighting, signs and furniture;
- make the river an attractive and safe place to visit, which would be an asset to the local community.

The group also gave some consideration to which activities should be encouraged along the river in Dalmarnock. These were:

Recreation:

- Walking, cycling and boating (but not power boats).

Commercial Activities:

- a river boat service between Dalmarnock and the City Centre;
- a market garden and floating market;
- low scale commercial uses along the riverbank e.g. kiosks/cafes, rowing boat and bicycle hire.

Development:

- low/medium density public housing on some vacant sites;
- rehabilitation of open space;
- some development of recreational facilities.

Summary of Proposals

After defining the strategy and setting out broad policies the group then put forward specific proposals for some of the riverside sites in Dalmarnock and these are summarised below. The numbers refer to those on Map 3.



Site of former Dalmarnock Power Station

1. Former Dalmarnock Power Station

Part of this site is currently used as an informal camping area by traveling people and it was proposed that the sites should be formalised with improved facilities. It was considered that a city farm would be an appropriate use for part of the site adjacent to the traveler's site. Riverfront housing, open space and access to the River were other uses proposed for this large site.

2. Dalmarnock Road

The three vacant sites on Dalmarnock Road were proposed for low-rise public housing.

3. Dalmarnock Recreation Ground

It was proposed that this large area of open space adjacent to the river should be established as a sport and recreation facility for the local community. Suggestions included the re-establishment of the former bowling green, creation of a children's play area, five-a-side football pitches and open space for informal recreation. It was suggested that these facilities should be developed in conjunction

with and operated by the local community.

4. Millerfiel Road/Springfield Road

This site due to its proximity to both the housing area and the River was seen as having the potential to become a major community focus. Here community facilities could be provided and a direct link with the River could be created by making an inlet from the River to form a small lake on part of the site. Suggestions for facilities included a community centre, interpretation centre for the riverside and Cuningar Loop, and boat/canoe hire and storage. If these facilities were provided then increased recreational use of the River would result, which is one of the main aims of the strategy.

5. Former Riverside School & Springfield Park

Private sector housing with open space was proposed as the main use for this site. However, the site also provided an opportunity for a major access point to the river. It was proposed that car-parking facilities should be introduced and access paths formalised. A proposed pedestrian footbridge would provide access to Cuningar Loop.

6. Cuningar Loop

This area has a high ecological value and so it was proposed that it would remain undeveloped. However, the interpretation of the area was to be encouraged with improved access along the riverbank and a footbridge link with the northern bank.

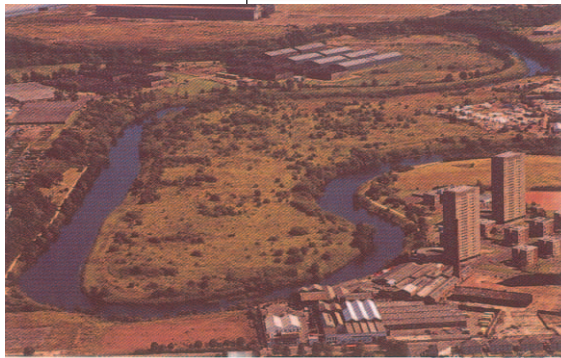


View of Cuningar from Westthorn Recreation Ground

7. Westthorn Recreation Ground

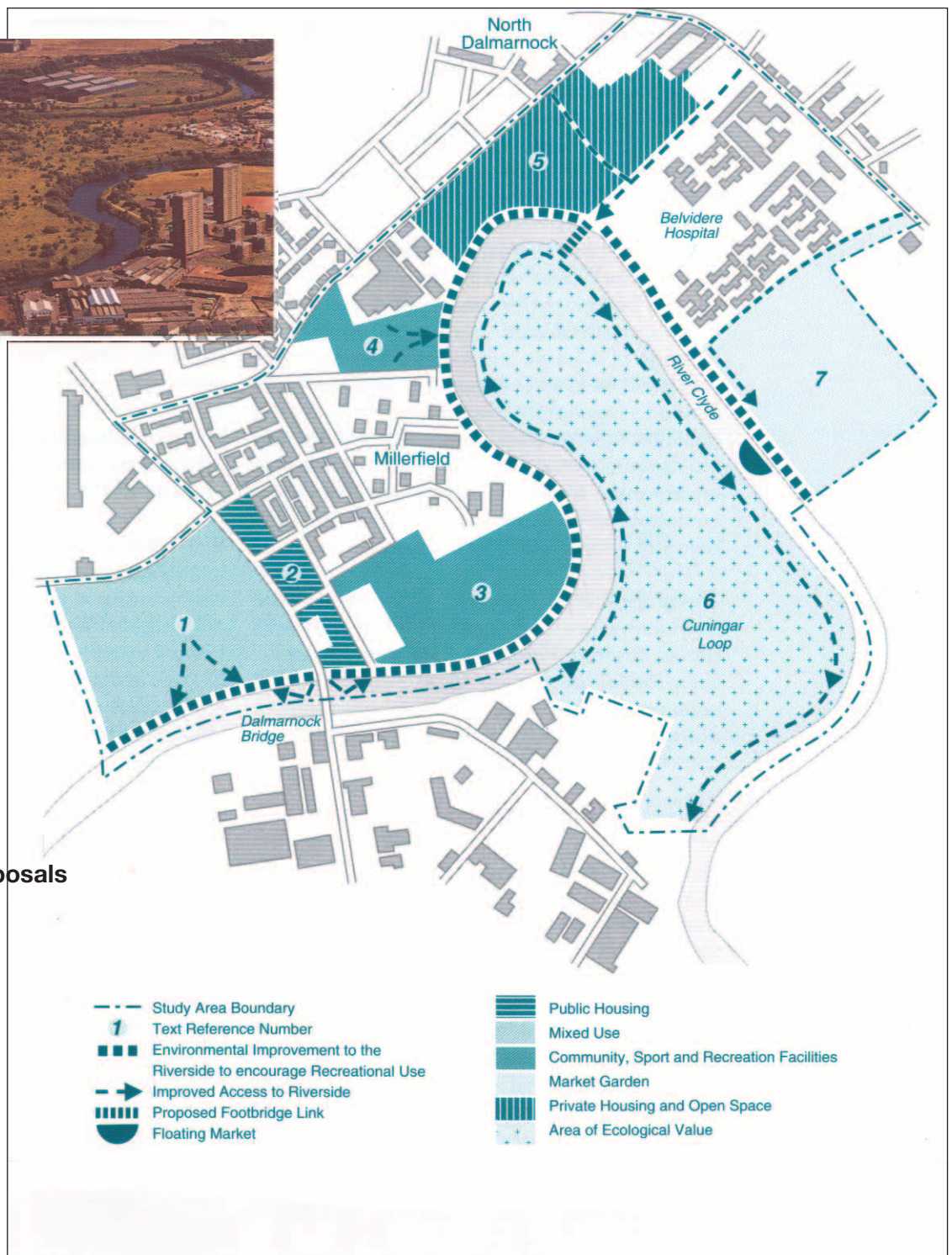
The group proposed that the existing allotments on this site should be developed to create a commercial scale market garden. This would be operated by the local community and create much needed local employment opportunities. A floating market would be created to sell the produce from the market garden.

Summary



Cunigar Loop

Map 4
Dalmarnock
Summary of proposals



Conclusion

The Young Planners Workshop was considered by all to be a great success. The participants were able to quickly grasp what the main planning problems were and work together as a team to produce solutions to these problems. Given the short time available for the workshop this was an important element of its success.

The strategy put forward by each of the three groups took the form of broad statements, as more detail was not feasible due to the time constraint. It was interesting to note that all three groups concluded that the future role of the river should be recreation based and that future development should relate to the industrial heritage of the area and respect the needs and wishes of the local community. These strategies aimed to regenerate the river by improving the quality of the riverside environment and promoting its recreational use. The creation of such an environment and recreational resource would contribute to the promotion of health and well being of people in the local communities.

The proposals put forward by each group were both innovative and comprehensive. For each group, the emphasis was very much on small-scale development for local needs and the creation of a high quality 'green' environment along the River, rather than large scale commercial development.

Group 1 proposed environmental improvements to both Partick Cross and Govan Cross and the develop-

ment of various precincts with specific themes along the river. The proposals put forward would also boost the economy in terms of tourism and local jobs

Group 2 proposed to revitalize the river environment in the city centre by improving its accessibility and attractiveness for recreational use. In Dalmarnock,

Group 3 proposed to promote the River and its environment as a recreational resource for the local community, to provide good quality housing and create local job opportunities. The aim of each group's proposals was to implement their strategy by improving the riverside environment, providing opportunities for recreation and boosting the local economy through development. This would result in an improvement in the quality of life and hence well-being of local people. The workshop has thus demonstrated how planners can promote health and well-being.

The strategy and proposals put forward in the workshop provided a different perspective from the current planning strategy, particularly in the city centre and Kelvin/Govan areas where the emphasis is on commercial development of riverside sites. The Glasgow Planners who attended a presentation of the Young Planners ideas expressed great interest in what was being proposed which provided a fresh insight into some long standing local planning problems.

It is without doubt that the Young Planners benefited from participating in the workshop. It was a unique opportunity for planners of different

nationalities and cultural backgrounds to work together and benefit from the exchange of knowledge and ideas. The skills, experience and enthusiasm of the participants and their ability to work as a team were reflected in the outcome of the workshop and greatly contributed to its overall success.

To conclude, we would like to thank ISOCARP on behalf of all the Young Planners for the opportunity to participate in this workshop and the 1993 Congress. It is hoped that the Young Planners Programme will continue in ISOCARP for many years to come and that other Young Planners will benefit from participation in the programme.

Acknowledgements

Tracey Peedle, Fiona McDermott and Sheila Alderson would like to thank the following people who contributed to the success of the Young Planners Workshop.

Serge Domicelj, ISOCARP
Beata Hildebrand, ISOCARP
Sophia Leonard, ISOCARP
Roger Read, Strathclyde
Regional Council
Vincent Goodstadt, Strathclyde
Regional Council
John Watson, City of Glasgow
District Council
John Bury, City of Glasgow
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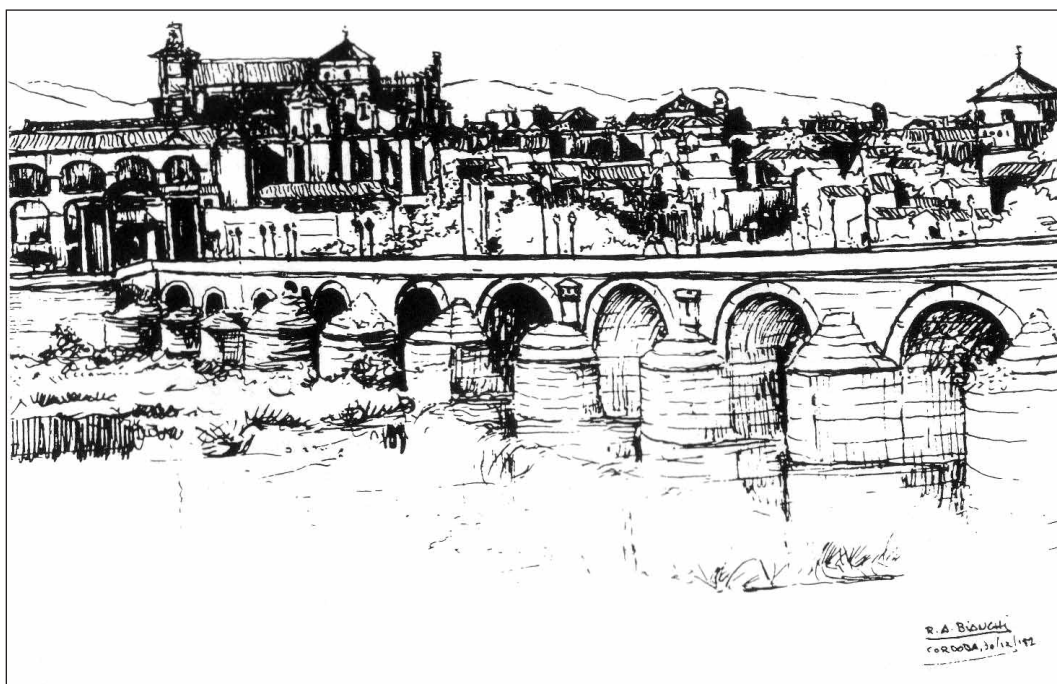
3.9

CORDOBA, SPAIN

2nd Young Planners' Programme

Cordoba, Spain

01 - 05 October 1992



CULTURAL IDENTITIES AND UNITY

Towards planning for a sustainable Development at a supra-national level

3.9.1

TRACEY PEEDLE'S REFLEXIONS

**SCOPE AND PROPOSALS
FOR ON-GOING PROFESSIONAL
DEVELOPMENT**

TRACEY PEEDLE

Great Britain

Introduction

The aim of this paper is to outline how planners in the United Kingdom undertake Continuing Professional Development (CPD). It will consider the role of the Royal Town Planning Institute (RTPI), the need for CPD and investigate different ways in which the CPD obligation can be achieved. Having considered the national context, I will outline opportunities for CPD in Strathclyde Regional Council and finally give an indication of my personal aspirations with regard to CPD.

What is CPD?

The RTPI defines Continuing Professional Development as:
“The systematic maintenance, improvement and broadening of knowledge and skill and the development of personal qualities necessary for the execution of professional and technical duties throughout the practitioner's working life”.

This definition is shared with other professional bodies such as the Royal Institute of Chartered Surveyors and the Royal Institute of British Architects.

The role of the RTPI

The Council of the RTPI approved a mandatory CPD scheme in 1991, which came into effect on 30 June 1992. The maintenance of professional competence was always an obligation under the RTPI's code of professional conduct, however, the mandatory scheme formalised this by setting out specific requirements and obligations of members. This scheme was introduced after consultation with the different branches of the RTPI, planning schools and planning officers' societies where there was widespread support for the introduction of a compulsory scheme. In the implementation of the scheme the role of the RTPI is to provide guidance and assistance to members in fulfilling their CPD obligation. To this end a Practice Advice Note, which provides guidelines has been produced.

CPD obligation

All members of the RTPI, with the exception of retired, honorary and student members, are required from 30 June 1992:

to undertake 50 hours of CPD over any two year period;

to submit to the Institute, on request, a written record of the CPD they have undertaken over the previous two year, plus, where appropriate, an explanation of their reasons for not having fulfilled their obligation.

The RTPI has a duty to ensure that its members are professionally competent and the introduction of this CPD obligation will not only enable the Institute to effectively monitor its members but will benefit the members in defining and meeting their own CPD needs. The responsibility for CPD falls on individual members each of whom will have to use their own judgement in defining and meeting their own CPD. Costs of providing CPD such as conference fees, purchase of distance learning material etc. are also the individuals responsibility although employers may assist with these. If they do not then the costs can be onerous to individuals.

The Institute recommends that each member should prepare a personal CPD plan. Members are also responsible for assessing for themselves whether or not individual events are appropriate for CPD in terms of quality, subject and level. The RTPI does not validate potential CPD material.

What counts as CPD?

The Institute recognises four main categories of CPD:

CPD which is learned “on the job”, which is needed to undertake day to day work and which is consciously and systematically undertaken within the work environment.

CPD which is job related but “off the job” and which is systematic and in-depth.

CPD which keeps individuals in touch with wider planning issues not related to day to day work.

CPD which develops complementary skills outside professional planning issues but which is nevertheless designed to help career progression or maintain competence.

There is a wide variety of ways in which these categories of CPD can be undertaken by members. These are:

- Home based learning: e.g. distance learning packages, systematic study on a theme, or structured reading.
- Teaching: for those in practice e.g. part-time lecturing or presentations to colleagues.
- Practice: for those in education.
- Technical authorship: preparation of material for courses, technical meetings or publication in the technical press.
- Supervised research.
- In house training, secondments and staff exchanges.
- RTPI activities of a professional or technical nature: e.g. involvement in specialist working parties or panels.
- Courses, conferences, seminars, workshop, etc.

Some members will have difficulty in attending CPD events. The RTPI is aware of this and in response has commissioned a series of distance learning packages to help provide alternative CPD opportunities. The topics currently available range from Managing a Planning Department, Development Control and Economic Development for Practitioners.

Another opportunity provided by the Institute is a set of six audiocassette tapes, which provide a basic introduction to planning in Italy, Spain, France,

Germany and the Netherlands. These are available for purchase by individual members or departments.

Each member is responsible for keeping a written record of the CPD, which is undertaken. The RTPI provides a record sheet for this purpose and should they request to see this, it must be available for submission.

Opportunities for CPD in Strathclyde regional Council

Strathclyde regional Council, like many employers has taken the view that the professional competence of its staff is as much in the interest of the employers as it is the individual.

In this extent CPD is viewed as a shared responsibility and the Regional Council has undertaken to put together a CPD programme for its professional staff. A senior member of staff within the Department of Physical Planning has been appointed as the CPD co-ordinator and he is responsible for compiling the programme. The programme consists of 10 sessions where guest speakers are invited to talk. These sessions amount to 15 hours CPD per year. The programme for 1992 is listed below to provide an insight into the range of issues covered:

Date	Subject
February 1992	*Strathclyde Integrated Transport Strategy
March 1992	European Environmental Policy

April 1992	*Countryside Issues
May 1992	Strathclyde Integrated Development Operation
June 1992	*Heritage Conservation in Strathclyde
Sept 1992	Development and Future of Glasgow Airport
Sept 1992	*Waste Disposal Planning in Strathclyde
October 1992	The St. Enochs Centre

Note: the remaining two sessions have still to be programmed. *Denotes internal speakers. In selecting speakers for the programme a number of criteria are used:

Use of developmental staff to disseminate information to the rest of the office.

Use staff from other Regional Council Departments whose work is related to planning.

Outside speakers who have work involvement with the Department.

Outside speakers who have been recommended by other local authorities participating in CPD.

The 1992 CPD programme has seen an even number of internal and outside speakers. This has provided a good variety for the staff enabling us to hear from our own colleagues talking about the different areas of planning in which they specialise and also to hear from outside speakers on other issues relating to planning.

In addition to this CPD programme

there are other opportunities available, which count as CPD. There is a programme of 1-2 day conferences run by the Planning Exchange, called Continuing Education for Planners. The Department pays for each professional member of staff to attend one of these conferences every year.

Below is listed the range of subjects of these conferences in the 1992/93 programme:

Environmental Assessment in Practice
The Future of Farming Related Activity
Development Control Workshop
Housing Issues in Rural Areas
Planning for Sustainable Development
Planning Law Update
Urban Design
Scottish Natural Heritage
Local Authorities and Economic Development
Contaminated Land Treatment
Development Planning Forum

These conferences usually last for one day and a number of speakers will address various aspects of the subject of the conference. Discussion groups are often part of these conferences and provide a valuable exchange of views between planners from different local authorities and the private sector. These conferences are useful in providing information on planning issues, which are not related to individuals' day to day responsibilities.

In addition to these planning related CPD opportunities, the Regional Council's Personnel Department runs in-house training courses for staff of all departments and these can also be included as CPD. These are 1-2 day

courses covering subjects ranging from management and leadership skills, effective public speaking, report writing and how to conduct effective meetings. These courses constitute CPD, which develops complementary skills outside professional planning issues. The Regional Council's Information Technology Department offers computer training in the form of short courses, usually 1-2 day duration.

These are introductory courses in the use of databases, word processing and desk top publishing. This Department can also arrange for employees to attend courses of longer duration e.g. in the use of CAD or GIS at further education establishments. Computer skills can be applied to many aspects of planning and such training constitutes valuable CPD.

Personal CPD plan

I have been working as a Graduate Assistant Planner with Strathclyde Regional Council for four years. In 1991 I completed an MSc in Urban and Regional Planning, which I studied for three years on a part-time basis.

I worked for 3 ? years in the Urban Renewal Group and have recently transferred to the Heritage Group. My duties and responsibilities within this group relate to the conservation and enhancement of listed buildings and conservation areas. It is in this area which I wish to develop specialist skills and knowledge and in which I will be undertaking CPD.

I am currently undertaking "on the job" CPD in familiarising myself with the legislation relating to listed buildings and conservation areas. There is also

an ongoing/general element of CPD in undertaking my day to day duties. I am constantly learning as new situations arise.

It is my intention to become more expert in Urban Design and possibly Architectural Conservation and there is an opportunity for me to achieve this by undertaking further study in the form of modular evening classes at the University of Strathclyde.

I also wish to acquire further skills in Information Technology, particularly in the use of GIS and possibly Computer Added Design.

These are my immediate/medium term intentions for professional development. In the longer term, once I have achieved this expertise and gained further experience, I will consider taking steps to acquire skill in management with the aim of progressing to more senior levels.

Conclusion

The introduction of the mandatory CPD scheme has been generally wel-

comed by the profession as an effective means of maintaining standards within the profession and enabling individuals to plan their professional development.

I would conclude that there is a wide variety of opportunities for planners in Strathclyde to undertake CPD and meet the new obligation set out by the RTPI. There is a varied programme of lectures, courses and conferences and other opportunities.

However, there is evidence that not all planners have such a variety of opportunities available to them, for example planners in remoter areas find it difficult to attend events and distance learning material can be limited; some employers do not fund places at courses or conferences for their professional staff where the fees may be onerous for the individual to pay; not all employers operate their own CPD Programme.

I am fortunate in this respect to work for a large local authority which can allocate time and funding to the development of its professional staff.

3.9.2

*FATIMAH ARANETA' REFLEXION***FROM THE UNIVERSITY TO A
CAREER: ANALYSIS OF
A TRANSITION****FATIMAH CRUZ ARANETA**
México**Introduction**

The transition from the academic life to the professional one should be as natural and easy as possible, without too many frustrations and disagreeable surprise.

However, because that is not always the case, this transition period, a critical phase in a person's life has become the object of studies and analyses. Perhaps, higher education is not fulfilling one of its avowed objectives which is to prepare a student for professional life, to help him or her establish a career and earn a living, preferably in a field closely related to his or her university course.

University and institutes of higher educations should anticipate problems of transition, so their graduates can be assured of continuous professional development. In this case of urban studies, universities that offer this course should produce urban planners who are early aware of the realities of their future profession.

This paper describes how the graduates of the Licenciatura en Urbanismo (B.A. Urban Studies)

are prepared for the transition from an academic life to a professional one. Urban Studies is a new course offered by the School of Architecture of the National Autonomous University of Mexico (UNAM) in 1985. to the majority of the graduates, the transition period was a positive experience which seems to prove that the urban studies course of the UNAM is well designed as it does fulfil one of the most important objectives of higher education.

First brush with professional life

In Mexico, university students have their first brush with professional life when they start the "Servicio Social" or practical training; this is obligatory. As soon as undergraduates finish 70% of the core courses of their curriculum, they have to work, part-time, for six months at a public institution or government agency.

In the case of the Licenciatura en Urbanismo, student contact with professional activity began much earlier, even before practical training. The curriculum or study plan of the Licenciatura includes "University Integration and Social Projection"¹ the purpose of which is to encourage students to participate in seminars, conferences, congresses, cultural and professional events related to their university course, giving them full academic credits for such activities. In each semester, students are required to fulfil the specified minimum hours of

“University Integration” to qualify for academic credits.

As undergraduates, we took a number of seminars and courses at the Graduate Division of the School of Architecture. Some of these were especially prepared for us while others were selected from the various courses offered regularly by the graduate division.

We were also invited to conferences and congresses about city and regional planning where we began to learn how theory is linked to actual practice. In the beginning, we were no more than mute observers, inhibited by the formality of the events and overwhelmed by the prestige and knowledge of the experts and professionals we met and heard at these conferences. However, we were happy to experience what seemed to us a more active education, more appropriate to what a university should be. Through the years we learned how to participate actively in these conferences by asking questions and sometimes by daring to express our own opinions, even if they were different from the rest.

The “University Integration” process of the study plan promotes dialogue, whether formal or not, between professionals and undergraduates. This makes students aware of the real aspects of an urban planning career, such as, budget limitations and socio-political constraints. It also makes students aware of the need to maintain a channel of communication between the classroom and the offices and stu-

dios of professionals. On the other hand, career urban planners and developers get to know about urban studies at the university; the existence of undergraduates who are in fact potential urban planners

The B.S. degree in urban studies also includes the “Taller Basico de Urbanismo” (Urban Planning Workshop), which requires faculty members and professors to make case studies of actual urban development projects they are handling in their own private practice. This also includes joint projects of the School of Architecture and government agencies involved in urban planning and development.

In this manner, students participate in actual projects and their work can be evaluated with stricter criteria.

“Servicio Social” or practical training

The “Servicio Social”, which is usually the university students’ first contact with harsh reality, was for our generation a natural part of our educational process. Since we already had contacts with the “outside world” through the “University Integration” programme, we felt prepared to work with professionals in public institutions and government agencies. Actually, it was a means of testing whether or not we had truly assimilated what was discussed during the conferences and seminars and learnt what was taught us in the classrooms.

As a complement to the “Servicio Social” or practical training, the university study plan includes, among its

elective courses, a subject called “Professional Practice” which allows students to do their practical training in the private sector. Instead of working for a public institution or a government agency, a student can go to a commercial corporation or a professional’s private firm provided these are involved in urban-related development projects.

Whether it has been done in the public or private sector, the “Servicio Social” or practical training helps undergraduates to choose elective subjects, which eventually enrich and strengthen the foundations of their education during the last two years of the university course. The “Social Service” period also allows undergraduates to start working on their thesis as the practical training itself provides the necessary data and research material which students use in their thesis and oral finals.

It is an appropriate time to start one’s thesis because at this point students have made case studies in the “Taller Basico de Urbanismo” (Urban Planning Workshop) and have been exposed to “harsh reality”, either in the public or in the private sector, or both. Students are in the final stage of their university education and possess an ample and basic vision of what is expected of an urban planner.

In my case, I worked on the theme of my thesis in the most appropriate conditions: while doing my practical training in the Ministry of Urban Development and in the last “Taller de Urbanismo”. Once I finished the core curriculum, which included “Professional Practice” I decided to partici-

pate in an interuniversity project concerning the metropolisation of Mexican middle-sized cities. Since I was an undergraduate, I was allowed to work only in its first stage, which lasted for five months. However, that was time enough for me to get the data I needed to finish my thesis.

Towards career practice

When I analyse my personal transition from the university to career practice, I can happily say that it has been a smooth and fulfilling process. Although I sometimes credit this to sheer luck, I must admit that it is mainly because of the academic programme of the Licenciatura en Urbanismo of the UNAM.

By the time I graduated, I already had twelve months of “contacts” in the professional world. It was not difficult for me to find a job related to what I studied at the university. I have been working in projects the requirements of which, thanks to my experience at the university, are familiar to me.

My first professional assignment was to redraft the “Plan de Centro de Poblacion Estrategico de Tenancingo” (Master Plan for the Strategic Town of Tenancingo), the principal town of a municipality west of Mexico City². While doing the job, I found it very helpful to consult my notes from the “Taller de Urbanismo” of the seventh semester of my university course. The objective of that workshop was “to formulate a schematic master plan based on the previous research and diagnosis of a chosen urban entity and on the

basic limitations of regional planning”³. the case study was Texcoco⁴, the principal town of another municipality near Mexico City. The nature of the work I had done in school was practically identical to what I had to do for Tenancingo.

More recently, I took part in a project the initial stage of which required the urban diagnosis of Tijuana⁵, a middle-sized Mexican border city. My participation in the interuniversity project, when researching for my thesis, had been the urban diagnosis of Aguascalientes⁶, another Mexican middle-sized city: what I had learnt then was easily applicable to Tijuana. I am convinced that the elements of the Study Plan of the Licenciatura de Urbanismo were decisive in making my university education a true preparation for professional life.

Integrating professional practice in the Study Plan

The Study Plan of the Licenciatura en Urbanismo promotes a continuous interaction between the educational process and professional practice through the following fundamental strategies:

1. Faculty members, especially professors who give the Tallers de Urbanismo (workshop) and other technical subjects are required to be currently engaged in urban planning and development aside from being totally experienced in that field and wholeheartedly dedicated to their profession.
2. The “Process of University Integration and Social Projection”

programme allows and encourages student participation in significant extracurricular activities closely related to urban planning.

3. The obligatory “Servicio Social” or practical training and the “Professional Practice”² allow students to work either in the public or the private sector, or in both, thereby giving them a complete picture of urban planning as a career.

Recommendations for a continuous professional development

Whether it be through a university integration plan contained in the Licenciatura or the application of similar processes in other academic courses, undergraduates should be prepared for a positive and peaceful transition to a professional life, to a career that will afford them continuous development.

The following are my recommendations:

1. In real life and actual practice, urban planning has limitations and constraints imposed by a particular historical moment, and the social, economic and political context in which it is applied. It is vital for undergraduates to understand all this at an early stage.
2. Students must learn to identify current trends in city and regional planning and in the designing of the built environment.
3. Students should establish a dialogue with experts with whom a professional relationship is possible. This is very positive as it contributes to the graduates’ self-con-

fidence and security, elements that are necessary for success in their first professional tasks.

All this should be accomplished at the undergraduates level; student should not wait until the postgraduate level to complete these essential elements of an education in urban planning. The success of a student's transition from

the academic life to a professional one depends mainly on his or her willingness to establish contacts with the professional world at an early stage: as an observer in seminars and conferences of experts, as an apprentice during practical training or "professional practice" and even, as long as necessary, after obtaining one's university degree and diploma.

Notes:

1. Propuesta Curricular para la Licenciatura en Urbanismo, School of Architecture, National Autonomous University of México, 1984, México, p.42
2. Tenancingo de Degollado, in the state of Mexico, has a population of approx. 60,000. Its economy is based on a long tradition of being the regional commercial centre since prehispanic days; the main products which are bought and sold on the market are the following: flowers, garden vegetables, clothes, furniture, fruit drinks. It also possesses the image of a typical town of the Mexican plateau, giving it touristic value that should be developed in order to complement commercial activity.
3. P. 152, op cit.
4. Texcoco, in the state of Mexico, was originally a prehispanic agricultural settlement on the shores of the lake with the same name. It became a major and commercially active town in the 15th and 16th centuries, but now that the lake has dried up and much of the region's economic activity has concentrated in Mexico City, Texcoco has become a town that possesses many historical sites but whose economy is limited to the local market and whose function is becoming more and more of a dormitory city.
5. Tijuana, Baja California state, is the fastest growing city of the country with approx. one and a half million inhabitants. Most of them are factory workers and employees. It is located at Mexico's northern border and thus has the usual urban problems plus the pressure of a large floating population which, despite its brief stay in the city (from several days to a few months while they wait to "go to the other side"), also demand shelter and make use of the existing infrastructure and public services.
6. Aguascalientes, capital city of the state with the same name, was founded during colonial times as an outpost settlement for the colonisation of the north of Mexico. Today its population is little less than one million, with a high growth rate, in spite of problems with water supply. The city enjoys a certain affluence of tourists because of its benign climate and the fame of its traditional cultural events. Its economy, once mainly agricultural and textile, now includes the electronic industry.

3.9.3

SERGE DOMICELJ'S REFLEXION

PARALLEL PATHS TOWARDS CITY REHABILITATION & PROFESSIONAL DEVELOPMENT

A critical review of global urban development and of ways to improve the deployment of young professional talents

SERGE DOMICELJ

University of Sydney – Australia
In collaboration with F. Araneta, T.
Peedle and S. García-Jiménez

A critical review of global urban development and of ways to improve the deployment of young professional talents

Serge Domicelj
University of Sydney, Australia
in collaboration with F. Araneta,
T. Peedle and S. García-Jiménez

Two meetings were held at last year's Guadalajara Congress, aimed at discussing "views, problems and aspirations held by young planners (YP) currently in professional practice worldwide"; it was also hoped that ideas would lead to the establishment of a global network. It was a good beginning, requiring a wholesome continuation. The outcome of the meetings was recorded in 'Young Planners in ISoCaRP, Bulletin 1992/1.

At the first session, early discussions

focused on the Workshop's procedures with regard to the main Congress Programme. It was decided to: (1) discuss the two programmed papers; (ii) attempt to consolidate the views of young planners with regard to their relation with ISoCaRP and, (iii) consider, in a parallel, younger forum, the topic of identity in cities.

The Young Planners' Workshop (YPW) took place over four separate sessions, with reports being presented at plenary Congress meetings. The papers by two young planners were delivered at both YPW and Congress sessions. The final agenda for the YPW, agreed by all participants, included both the technical and operational matters:

- Session 1:** Introduction by Wolf Tochtermann (UNESCO) and setting of the YPW Agenda;
- Session 2:** Papers and discussion, by (i) Fatimah Araneta Cruz on 'Transition between education and planning practice' and by (ii) Tracey Peedle on 'Scope and proposals for ongoing professional development';
- Session 3:** Follow-up from Guadalajara on the needs and prospects for young planners and ISoCaRP ; and

Session 4: Debate on 'City development and identity in several worlds'.

The Workshop was formally opened by Wolf Tochtermann, who welcomed the positive response of ISoCaRP to the needs of young planners. In considering global development trends, he stressed that frequently, the principal urbanising agent is not an institution but the low-income earner and that planners need to cope with this pressing situation. In doing so, planners should disregard European-based development models and, instead, establish methods for improvement centred on the positive qualities found in the resident of marginal settlements. Such procedures could be of use to planners from industrial countries, now also struggling with conditions of disparate urban marginality. Participants from Mexico noted the extensive professional experience now available in the area of community participation and the associated regards for professional ethics in planning practice.

On the second day, Fatimah Araneta spoke on the relations between education and practice (her papers is published separately). She referred to her undergraduate course in Urban Studies at the National Autonomous University of Mexico, which she considered favourably for its attempts to promote the above relationship. The course integrates planning practice in

several ways by means of community extension schemes, supervised practice electives and the thesis as a professional assignment.

Three main issues arose during the discussion. **First**, the difficulties faced by graduates in Mexico in obtaining employment following the completion of an undergraduate course, mostly due to limited recognition by comparison with graduates from better known disciplines. **Second**, an acknowledgement that the integration of professional practice within an academic Programme is a controversial matter, both in educational and in ethical terms. Several participants considered such practice useful from a learning point of view.

Finally, the view that an undergraduate course of study facilitated a transition from education to practice better than a postgraduate Programme was also put forward; indeed, a controversial point.

The second paper by Tracey Peedle dealt with the characteristics of ongoing professional development in the United Kingdom (her papers is published separately). This she thought was essential in view of the rapidly changing circumstances in which planners are required to perform, mostly due to technological, environmental and political factors.

A national scheme for Continuous Professional Development (CPD) was

mandatory and supported by the professional planning institute and ensured that planners developed on-going technical expertise. Personal professional standards were monitored over time, both in terms of topic and during training, by exercising choice over a variety of training options.

Tracey Peedle's employer, the Strathclyde Regional Council in Scotland, provided challenging opportunities for CPD. Her personal scheme as a Graduate Assistant Planner, over four years, provided on-the-job training and specialisation in urban renewal, heritage and legislation. A national organisation providing support for practitioners in the UK was the Planning Exchange Conference Programme, which made available a comprehensive information base for studies and projects.

In discussion, participants stressed the comprehensiveness and flexibility of the CPD scheme, developed in a national context well-known for its long-standing support for planning, both as a profession and in educational terms.

One difficulty with its application was the limited accessibility experienced by remote rural areas in gaining access to the urban centres where the scheme mostly operates. The lack of funds to pay for training schemes was a difficulty for some planning authorities.

The third day involved a re-examination by participants of the 'list of Guadalajara', with fourteen points, further ideas and priorities (ISoCaRP

Bulletin 1992/1). Many of those present had also attended the YP meeting in Mexico. The various points encompassed both organisational and substantive matters, with varying implications for YP and the Society. In some cases, as currently with UNESCO, institutional funding appeared essential. With satisfaction, the participants noted that the Society had already published projects by YP and had organised, for this Congress, a separate workshop while incorporating two papers by YP in a plenary session. Participants expressed the hope that these policies would continue in the future.

Several points of substance were expressed during the meeting. One was the need to define study and/or discussion themes by YP, with the purpose of aiding early development but also of extending the Society's professional agenda with new ideas.

Topics should preferably canvass global issues, reflecting current concerns. These views should be recorded and reviewed every two or three years in order to ascertain changes in professional appraisals. Contacts with universities could be instrumental in focusing upon modest but useful study Programmes.

Points with operational implications were also mentioned, as for example the establishment of a work exchange Programme. It should enable YP to engage in professional activities in other countries, for limited periods and following reciprocal arrangements.

A further interest was the organisation of more competitions on projects, such as the IKEA Programme, with an extended global recognition. **The organisation of a YP Workshop**, either immediately before or after an annual congress, was also thought significant so as to consolidate and expand views on topical themes.

In all points, a strategic liaison of YP and members of the Society was considered invaluable, while associated institutions could add an important resource base to such exchanges.

Some senior members of the Society, participating in the Workshop, stressed the Society's need to rejuvenate its membership. In doing so it should incorporate YP but simultaneously maintain their vital thoughts intact. Pertinent issues were intergenerational communication, continuous learning and the survival of planners in a context of diminishing resources and in a culture of poverty. The Society's ability to face up to these problems would soon further gauge its relevance and standing as an international body.

The fourth day concentrated on the debate of two themes chosen by consensus. The first was 'City development and identity in several worlds', meaning in development and industrial nations. Two conclusive and opposite statements asserted that marginal urban areas were either "... unproductive and socially degraded settlements, which offer limited scope for improved development", or, alternatively, "vital and resourceful settle-

ments with considerable scope for improved regeneration".

In considering the negative statement, participants stressed the severity and scale of the problems affecting marginal dwellers in cities, who were mostly beyond the limited reach of authorities. This was a mixed blessing as populations were unable to attain formal standards but instead relied on valuable systems of unconventional self-help. It was observed that in Mexico, although many residents sought an upward mobility, others unproductive populations.

The positive statement was mostly supported. It was observed that in some cases, as in Venezuela, marginalised populations have refused to receive help from authorities and have instead requested their autonomy to seek development in their own terms. Often, improved settlements were the result of circumventing official procedures by residents, at times with the assistance of informal agents such as students. Some participants stated that planners must make relevant information available to disenfranchised communities, mediate in their negotiations with authorities and sustain their basic efforts. Finally, and in close relation with the Congress theme, participants discussed a further topic 'Urban rehabilitation and identity in cities'. It was agreed that marginality, whether transitory or entrenched, was now common in most of the world and signified, in a way, a dramatic loss of identity. Rehabilitation was therefore an attempt to regain it. Planners at times

contributed to this loss by encouraging the provision of conventional services with limited attention to particular community needs. The assertion of identity, now both a need and an asset, was only partially recognised and miscalculations in policy sometimes resulted in cultural losses.

With the help of UNESCO, the YPW developed an ambitious Programme and expanded the earlier deliberations in Guadalajara. Twenty-six YP from thirteen countries, together with senior planners, participated in lively discussions and certainly paved the way, not only towards the next YPW in Glasgow, but also for an expansion of ISoCaRP's professional agenda.

3.10 *GUADALAJARA, MEXICO*

1st Young Planners' Programme

Guadalajara, Mexico

20 - 24 September 1991



PLANNING FOR LEISURE

The Challenge of Tourism

3.10.7 *BULLETIN, 1992/1*

At the 1991 Congress, Guadalajara, several young planners were able to attend thanks to de UNESCO subsidy that was granted to the Society.

Two meetings were held on the inspired initiative of Vice President Serge Domicelj. The aim of the meetings was – “to discuss views, perceive problems and aspirations held by young planners currently in professional practice, world-wide. It is hoped that basic ideas leading to the establishment of a global network may emerge from the meeting.”

At the first meeting, a list was drawn up of activities that might qualify for ISOCARP support, found by appealing to governments, universities, and of course UNESCO.

I Independent programmes

1. organise seminars
2. organise research programmes
3. disseminate information, documents
4. define study themes
5. access to ISOCARP publications
6. organise competitions
7. involvement in practical projects
8. work exchange programmes
9. publishing studies by young planners

II Programmes during ISOCARP conferences

1. papers presented by young planners
2. special workshop for young planners
3. short course for young planners (after the conference)

III Network

Exchange of ideas (by fax)

IV Policy

ISOCARP member category for students

At the second meeting, the above points were discussed, with a number of regular congress participants present. All agreed that the list, by Serge Domicelj, was correct.

V Further ideas

- a. communication with ISOCARP via the local national delegations
- b. just for this special occasion, S. Domicelj offers a direct response by letter to those interested
- c. communication with ISOCARP via the local national delegations
- d. appoint representative (student/young planner) per country
- e. suggest that ISOCARP have a Vice President for young planners
- f. establish a network set up by the students and young planners interested in soliciting support from ISOCARP

- g. F. Malusardi – propose a research theme for young planners
- h. have a special meeting during a Congress to talk about this (support and information about higher education in planning.)
- i. S. Leonard – ERASMUS is a possibility, but only for Europeans
- j. K. Schmid – instead of studies the young planners/student should look for work ‘apprenticeships’

Priorities

- S. Domicelj (Australia):
programmes during conferences (II.1/2/3); competitions (I.6)
- Estefania Chávez (Mexico):
I.5, access to ISOCARP pub’s;
I.8, involvement in projects;
Networking (III)
- Fathallah Debbi (Morocco):
I.1, seminars; personally offers work exchanges in Morocco
- Ashok Bhalotra (Netherlands):
competitions (I.6); work exchange (I.8); seminars; support by ISOCARP

Discussion about a (separate) chapter for Young Planners / a parallel Congress for Young Planners

- i. make access to Congress easier for YP - YES
- ii. establish a parallel programme for YP – 11 out of 27 in favour, none against – YES

VI Organisation

- i. in ISoCaRP, members will propose YP- supportive projects in General Assembly

- ii. nationally, students and YP have to get to know members of local delegations internationally, representatives per country should get in touch through the ISOCARP secretariat.

(with many thanks to Ms Fatimah Araneta Cruz, Mexico)

12 young planners attended the 1991 Congress in Guadalajara, partly with the support of travel grants from UNESCO or other sources; these came from Australia (a Chinese and US-American), Great Britain (Ethiopian), Morocco, the Netherlands and Portugal; on their own means came 4 from Portugal and 2 from Australia. In addition a number of Mexican students from the Architecture Department of the University of Mexico were given the opportunity to attend the congress.



Cancún, Mexico

7 – 11 September 2000

**“PEOPLE’S EMPOWERMENT IN PLANNING –
Citizens as actors in managing their Habitat”.**

General Rapporteur	Héctor Floriani, Argentina.
Workshop I	Reshaping the planner’s profession – The effects of empowerment on planners’ technical training and attitude. Khalid Iman, Egypt; Amit Prothi, USA.
Workshop II	Reforming institutions – How public involvement affects planning settings and procedures. Alvaro Arellano, Mexico; Villa Luna, Peru.
Workshop III	Tools for the people – Ways to enhance citizens’ protagonism in planning. Jim Colman, Australia; Isabel Viana, Uruguay.
Workshop IV	The efficacy of planning – Empowerment’s contribution to planning performance. Maria Refinetti Martins, Brazil; Milica Bajic Brkovic, Yugoslavia.
Workshop V	Special Workshop in Spanish. Roberto Martínez-Tapia, Mexico.

Gelsenkircken, Germany

17 – 20 September 1999

**“THE FUTURE OF INDUSTRIAL REGIONS –
Regional strategies and local action towards sustainability”.**

General Rapporteurs	Bill Twitchett, France; Roger Read, U.K.
Workshop I	Towards sustainability in urban quarters. Tom Sieverts, Germany; Hari Srinivas, Japan.
Workshop II	Towards sustainability city and town centres and transportation network. Philippe Vaillant, France; Pierre Laconte, Belgium.
Workshop III	Towards sustainability industrial areas. Przemyslaw Szymanski, Poland; Elizabeth Heed McLane, France.
Workshop IV	Towards sustainability green networks. Teresa Franchini, Spain; Nupur Prothi, India.
“State of the Profession”	Halûk Alatan, Turkey

* “State of the Profession” papers have been prepared by Presidents of the Society.
Gelsenkirchen, Germany

Azores, Portugal

26 September – 2 October 1998

**“LAND AND WATER –
Integrated planning for a sustainable future”.**

General Rapporteur	Helena Heyning, Netherlands.
Workshop I	Water, source of life. Isabel Viana, Uruguay; Anna Maria Ceci, Italy.
Workshop II	Water in movement. Milica Bajic Brkovic, Yugoslavia; John McInerney, Australia.
Workshop III	Water, frontier of the land. Guilherme Cancio Martins, Portugal; Alicia Listowski, France
Workshop IV	Water on the horizon. Alexander Macgregor, United Kingdom; Sumitra Srinivasan, India.

Ogaki, Japan

17 – 20 September 1997

**“RISK ASSESSMENT AND MANAGEMENT –
planning for an uncertain future”.**

General Rapporteur	Sigmund Asmervik, Norway.
Workshop I	New planning instruments for coping with increasing uncertainties. Eric Luiten, Spain; Heinz Schwarzbach, Germany.
Workshop II	Incorporating community views with risk. Zeynep Merey-Enlil, Turkey; Erica Spiegel, Germany.
Workshop III	Sustainable development and risk management. Paolo La Greca, Italy; Voula Mega, Ireland.
Workshop IV	Identifying a new planning paradigm for risk management. Héctor Floriani, Argentina; Adriana Dal Cin, Spain.
Workshop V	Special Workshop: Risk simulation and gaming. Hidehiko Kanegae, Japan.

Jerusalem, Israel

13 – 16 October 1996

**“MIGRATION AND THE GLOBAL ECONOMY –
planning responses to disintegrating patterns and frontiers”.**

General Rapporteur	Dushko Bogunovich, New Zealand.
Workshop I	Social issues – Migrant access to limited resources. Vanessa Watson, South Africa; Bill Twitchett, France.
Workshop II	Economic issues – Territories competing for economic agents. Maurits Schaafsma, Netherlands; Rachelle Alterman, Israel.
Workshop III	Cultural issues – Values and territorial patterns. John Zetter, United Kingdom; Bruno Widmer, Switzerland.
“State of the Profession”	Serge Domicelj, Australia.

Sydney, Australia

10 – 14 September 1995

“ADAPTATION AND MEDIATION IN URBAN PLANNING”

General Rapporteur	S.K. Das, India.
Workshop I	Priorities in service and resource provision. Karel Maier, Czech Republic; Robbert Rhemrev, Netherlands; Detlef Kammeier, Thailand.
Workshop II	Informal inputs to the planning process. Kurt Puchinger, Austria; Roger Read, UK; Yon-Wong Know, Korea.
Workshop III	Communication modes – Impacts on management. Hari Srinivas, Japan; Bill Twitchett, France; Erik Wirén, Sweden.

Prague, Czech Republic

4 – 10 September 1994

“EXPANDING DEMANDS ON PLANNING –**In what way can cooperation between experts, politicians, entrepreneurs and citizens lead to effective planning action?”**

General Rapporteur	Max van den Berg, Netherlands.
Workshop I	Changing mentality and improving the planning system. Stephanie Knox, Australia; Bogdan Wyporek, Poland.
Workshop II	Identifying planning issues at local and regional levels. Charles Lambert, France; Jan Goedman, Netherlands.
Workshop III	Conditions for actions & new instruments. Stefano Wagner, Switzerland; Dina Rachewsky, Israel.
Workshop IV	Strategies for commitment. Sigmund Asmervik, Norway; Peter Ross, United Kingdom.

Glasgow, United Kingdom

31 August – 4 September 1993

“CITY REGIONS AND WELL-BEING –**What can planners do to promote the health and well-being of people in city regions?”**

General Rapporteur	Sofia Giles Leonard, United Kingdom.
Workshop I	City regions in areas of high energy consumption. David Cameron, UK; Hein Struben, Netherlands.
Workshop II	City regions in areas of high technological change. Peter Webb, Australia; Pieter Claassen, South Africa.
Workshop III	City regions in areas of economic constraint and structural adjustment. Krystyna Mieszkowska, Poland; Estefania Chávez de Ortega, Mexico.
Workshop IV	City regions in areas of low investment, over-population, lack of basic infrastructure. Geoffrey Nwaka, Nigeria; John Leonard, United Kingdom.
“State of the Profession”*	Javier de Mesones, Spain.

Cordoba, Spain

1 – 6 October 1992

**“CULTURAL IDENTITIES AND UNITY –
towards Planning for sustainable Development at a supra-national Level”.**

General Rapporteur	Federico Malusardi, Italy.
Workshop I	The Urban Centre. Massino Paziendi, Italy; Ernesto Dario Sanfilippo, Italy.
Workshop II	Peripheries. Ulla Hoyer, Germany; Adriana Dal Cin, Spain.
Workshop III	Communications and Connections. John Zetter, UK; Jiri Hruza, Czech Republic.

Guadalajara, Mexico

20 – 24 September 1991

**“PLANNING FOR LEISURE –
The Challenge of Tourism”.**

General Rapporteur	Manuel da Costa Lobo, Portugal.
Workshop I	The big city. Dorothee Vauzelles, France; Xavier Cortex Rocha, Mexico.
Workshop II	The historic centre Jellal Abdelkafi, Tunisia; Haluk Alatan, Turkey.
Workshop III	Resort development. Ismael Fernandez Mejia, Mexico; Max van den Berg, Netherlands.
Workshop IV	Leisure and recreation for all. Mariolina Besio, Italy; Ashok Bhalotra, Netherlands.

ACKNOWLEDGEMENT UNESCO - MOST



ISoCaRP gratefully acknowledges the support of UNESCO-MOST that within its programmes has enabled ISoCaRP for many years already to attain its set goals, which are amongst others: improvement of planning education and training, promotion of planning research and improvement of planning practice through the creation of a platform for the exchange between planners from different countries.

The Young Planners Program is just one of the ISoCaRP projects that are supported by a UNESCO-MOST Grant. More information on its programme can be found on the following pages.

Other Projects supported by UNESCO-MOST are:

the International Manual of Planning Practice, a ready reference guide to the key features of the spatial planning systems in the world, edited by *Prof Dr Adriana Dal Cin* (†) and *Dr Derek Lyddon*. Thanks to a UNESCO-MOST subvention, this Publication saw its first light in 1992, soon followed by Volume II (1995) and Volume III (1998). Volume IV appeared in 2001 also with the financial help of UNESCO.

The ISoCaRP Congress 2001 Publication, entitled 'Honey, I shrunk the Space' - Planning in the Information Age - is related to one of the major topics of the MOST programs, called "URBAN DEVELOPMENT".

Management of Social Transformations

MOST is a UNESCO programme that promotes international, comparative and policy-relevant research on contemporary social transformations and issues of global importance. Created in 1994, it aims to:

- further understanding of social transformations;
- establish sustainable links between social science researchers and decision-makers;
- strengthen scientific, professional and institutional capacities, particularly in developing countries;
- encourage the design of research anchored policy.

The MOST programme is directed by an Intergovernmental Council and an independent Scientific Steering Committee, and works closely with MOST National Liaison Committees. It is coordinated by the MOST Secretariat at UNESCO headquarters in Paris.



www.unesco.org/most

MOST projects and activities focus on issues such as multicultural and multi-ethnic societies, urban development, globalisation and governance.

Additionally, MOST contributes to the United Nations system-wide priorities, such as poverty eradication, governance and indigenous peoples.

The work of MOST

Increasing and sharing knowledge

MOST produces and exchanges knowledge on major contemporary social transformations, via international research networks, expert groups, meetings, conferences, workshops, publications, discussion forums and the MOST Clearing House (Internet).

From research to policy

The programme measures the impact of research on policy, conducts policy-relevant case studies, provides expertise in development initiatives, and shares information on how to design research-anchored policy.

109 countries participating in projects (in orange)

59 National Liaison Committees

18 research and policy projects

7 capacity-building and action projects

Capacity-building and training

The MOST programme provides training material including pedagogical tools and CD-ROMs; holds training workshops and summer schools in partnership with national institutions and other United Nations agencies; strengthens the institutional and scientific capacity in developing countries through UNESCO/MOST Chairs; and runs a PhD award competition for young researchers from developing countries and countries in transition.