13th European Biennial of Towns and Town Planners 2019
Planning on the Edge, Plymouth, 11-13 September, 2019
Provisional schedule

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**Welcome: PCC Portfolio Leader and University VC/Dean**

**Urban spaces on the edge**

**Marine planning**

**Urban-Rural Fringe**

**ECTP General Assembly**

**Young Planners Plenary**

**Walking tours:**
<table>
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<tr>
<th>Time</th>
<th>Session Title</th>
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<td>Dordevic, Pasic and Milojevic YP, Smithyman YP, Cal Nicolas</td>
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<td>Stephen Essex</td>
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<td>15.00</td>
<td><strong>Contemporary planning challenges in Plymouth</strong></td>
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<td>Krsmanović, Stokes, Radai YP</td>
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19.30 Welcome Civic Reception: Ocean Studios, Royal William Yard

19.00 Depart Mayflower Steps – boat trip to waterfront locations **Gala Dinner** at Orangery, Mount Edgcumbe.
Programme

All presentations will be 20 minutes in duration with 10 additional minutes for questions and discussion.

Thursday, 12 September, 2019

10.30-13.00

SESSION A: Political borders
Upper Sherwell LT

10.30 Where is the edge of transition (of spatial planning)?
Vit Rezac, Faculty of Architecture CTU Prague, Czech Republic. auup@volny.cz

11.00 The Law of the Sea and coastal communities.
Sonja Elin Kleven Jakobsen, Norwegian Fishermen’s Association. sonja.jakobsen@fiskarlaget.no

11.30 Miracle or Disaster: How Regional Planning outside the Border can influence Local Planning inside the Border? Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) and the Hong Kong-Zhuhai-Macao Bridge (HZMB)
Vivian Ko & Jeffrey Ng, Planning Officers, West Berkshire Council, UK. YP

12.00 Improving France and Spain cross-border links: The Urban Development Plan for the recovery of Canfranc International Railway Station
Beatriz Santos and Raquel Aragon, Department of Urban and Spatial Planning, Government of Aragon, Spain

12.30 Fresh Air CAES Study: Lessons from a Strategic Renewable Energy Storage Infrastructure in a Frontier Zone
Louis R. Wildenboer, Director/Senior Maritime Spatial Planner, ERMS Planning, Dublin. lwildenboer@outlook.ie

SESSION B: Public sector in coastal regeneration
Lower Sherwell LT

10.30 Coastal settlements and regions have a future
Petter Wiberg, Head of Department, Department of Planning and Building, City of Bergen, PO. Box 7700, 5020 Bergen, Norway. Petter.Wiberg@bergen.kommune.no

11.00 Southend 2050 Translating Ambition into Reality
Dr Peter Geraghty FRTP, Director for Planning and Transport, Southend Council. PeterGeraghty@southend.gov.uk

11.30 Planning on the edge of a secondary city in a time of changing governance: The case of Tours (France)
Christophe Demaziere (Professor in Urban and Regional Planning at the Departement Amenagement, Universite de Tours, France. Email:
12.00 Urban blue acupuncture: A physical and social intervention to improve coastal access and population health and wellbeing in a deprived area of Plymouth

Mathew White (European Centre for Environment & Human Health, University of Exeter Medical School, Knowledge Spa, Royal Cornwall Hospital, Truro, Cornwall), Jemma Sharman and Zoe Sydenham (Strategic Planning and Infrastructure, Plymouth City Council), Mathew.White@exeter.ac.uk, Jemma.sharman@plymouth.gov.uk and zoe.sydenham@plymouth.gov.uk on behalf of Mathew White, Zoe Sydenham, Simon Bell, Jemma Sharman, Himansu Mishra, Lewis Elliott, Rebecca Shelloch, Nicole van den Bogard, Miriam Porter, Peeter Vassiljev, and Gloria Ninn.

12.30 Edges in between: nature and buildings
Robert Bedner, Director of Architecture, CURA Design Ltd, Plymouth Science Park robert.bedner@curadesign.com

SESSION C: Urban-Rural Fringe
Portland Square Building

10.30 Containment: a normative frontier - the German paradigm of “Innen- vor Aussenentwicklung”
Dr Ute Knippenberger, Landeshauptstadt Wiesbaden.
Ute.Knippenberger@wiesbaden.de

11.00 London’s Green Edge: the effect of Green Belt Policy on London
Charlotte Morphet MRTPI, MA (Dist) and Oliver Norman MSc.

11.30 A Wardian case of Planning: The Edge as a Preservation Mechanism
Karla Santos Zambrano

12.00 Evaluation of the rural-urban fringes as a tool for spatial planning
Barbara Kostanjšek, Department of Landscape Architecture, Biotechnical Faculty, University of Ljubljana, Slovenia. barbara.kostanjsek@bf.uni-lj.si.

12.30 Planning on the Rural-Urban Edge: Green Belts and the English Housing Crisis
Charles Goode, ESRC Doctoral Researcher in Urban and Regional Planning, School of Geography, Earth and Environmental Sciences, University of Birmingham.
Thursday, 12 September, 2019

14.00-16.00

SESSION D: Urban spaces on the edge
Upper Sherwell LT

14.00  Co-constructing the future of small former industrial towns: main perspectives and pitfalls. The example of Rive-de-Gier, France.
François Duchêne, Ecole Nationale des Travaux Publics de l'Etat; Georges Gay, Université Jean Monnet Saint-Etienne; Emmanuel Martinais, Ecole Nationale des Travaux Publics de l'Etat; Christelle Morel-Journel, Université Jean Monnet Saint-Etienne; Laurence Rocher, Université Lumière Lyon II; and Fanny Verrax, Independent scholar and facilitator.
fanny.verrax@gmail.com; laurence.rocher@univ-lyon2.fr; Emmanuel.MARTINAIS@entpe.fr; Georges.gay@univ-st-etienne.fr; christelle.morel.journel@univ-st-etienne.fr; Francois.DUCHENE@entpe.fr

14.30  Cultural Landscape of former Yugoslavia and Mediterranean Cities: Planning on Edges and crossroads
Aleksandra Đorđević, M.Arch., M.Urban and Regional development, Ph.D. Student, Teaching Assistant, University of Belgrade, Faculty of Architecture,
aleksandra.dj@arh.bg.ac.rs; Mladen Pešić, M.Arch. Ph.D., Teaching Assistant, University of Belgrade, Faculty of Architecture, mladen.pesic@arh.bg.ac.rs; Milica Milojevic, M.Arch. Ph.D., Assistant professor, University of Belgrade, Faculty of Architecture, m.milojevic@arh.bg.ac.rs.

15.00  Makoko: the city at the edge of the city
Zala Bokal. YP

15.30  Riverfront regeneration in Belgrade
Ksenija Krsmannovic, Doctoral student, University of Valladolid and Blekinge Institute of Technology.

SESSION E: Marine planning
Lower Sherwell LT

14.00  A comparative analysis of marine governance across the UK
Dr Linda McElduff and Dr Heather Ritchie, Ulster University, United Kingdom
l.mcelduff@ulster.ac.uk

14.30  Integration of marine and terrestrial planning
Joe Smithyman, Marine Planner, Marine Planning Team, Marine Management Organisation, Lutra House, Dodd Way, Walton Summit, Bamber Bridge, Preston, PR5 8BX. Joseph.Smithyman@marinemanagement.org.uk, YP
15.00  Approaches to marine planning, its integration with terrestrial planning and the promotion of the blue economy
Jim Claydon (MRTPI Past President of RTPI, independent planning consultant and specialist in marine planning) and Anne-Michelle Slater (Aberdeen University School of Law). jim@jimclaydon.co.uk; a.m.slater@abdn.ac.uk

15.30  The Marine and Coastal Environment
Dr the Hon Rob Stokes MP, Minister for Planning and Public Spaces (New South Wales, Australia) rs1@stokes.minister.nsw.gov.au

SESSION F: Urban-Rural Fringe
Portland Square Building

14.00  Rediscovering Countryside after the Urban Crisis: New Edges for Castilian Intermediate Cities
Juan Luis de las Rivas Sanz, Arch., PhD, Spanish Association of Planners (AETU), Professor of Town Planning and Urban Design, Universidad de Valladolid. insur@uva.es

14.30  Spanish Urban Edges: The Need for New Understanding of City-Agriculture-Nature Boundaries
Pablo de la Cal Nicolás, Architect-planner, PhD, Spanish Association of Technical Planners (AETU) pdelacal@cerouno.es

15.00  Resilient planning for urban rivers: from a border of division to a vibrant public space
Marta Ducci & Giulia Maroni, YP

15.30  Designing a green corridor through the Budapest riverbanks
Daniel Rádai, YP
Friday, 13 September, 2019

11.00-13.00

SESSION G: Waterfront regeneration
Upper Sherwell LT

11.00  **Shrinkage in port cities: European trajectories and resilience**
Victoria Pinoncely, PhD Candidate, Urban Planning/Marie Skłodowska-Curie Fellow, Ecole Normale Supérieure - Paris Sciences Lettres. victoria.pinoncely@ens.fr

11.30  **Large Seaport of Marseilles (GPMM), first French port, made of “environmental excellence” an essential component of its strategic development project 2019-2023**
Frédéric DAGNET, Director, Strategy and Audit Department, Port of Marseille Fos Authority. chantalguillet@alefrance.fr; Frederic.Dagnet@marseille-port.fr

12.00  **Shifting the narrative: the case of the Athenian Riviera**
Eleni Gklinou, Architect MArch ‘14, ARB, RIBA; Urban Designer, Columbia GSAPP’16. eleni.gklinou@gmail.com

12.30  **Regenerative flows: Neglected vestiges of the Southwest of Europe**
Javier Tobías González, Urbanist/Architect. javier.tobias.q@gmail.com

SESSION H: Climate change and planning on coast
Lower Sherwell LT

11.00  **Long term resilience on the coast – the adequacy of Shoreline Management Plans and spatial planning in England**
Andrew Coleman MSc MRTPi FRGS (University of Brighton, UK) (and Michael Tucker MSc (Brighton and Hove City Council, UK). A.Coleman2@brighton.ac.uk

11.30  **Natural England’s Vision for the coast**
Corine Dyke, Lead Adviser (Strategic Planning) and Amanda Newsome, Lead Adviser (Sustainable Development), Devon, Cornwall and Isles of Scilly Team, Natural England, Sterling House, Drix Field, Exeter, EX1 1QA. Corine.Dyke@naturalengland.org.uk

12.00  **The role of science in the planning of coastal protection**
Amani Becker, Applied Coastal Scientist, National Oceanography Centre, 6 Brownlow Street, Liverpool, L3 5DA. abeck@noc.ac.uk

12.30  **Mortas ciné and the consultation problem: a review of social acceptance at the An Spidéal Marine and Renewable Energy Demonstration Site**
Sybil Berne (Planning Consultant); and possibly Dr Heather Ritchie and/or Dr Linda McElduff of Ulster University. sberne@mdb.ie
SESSION I: New towns
Portland Square Building

11.00  The One Million Inhabitants New Mediterranean Coastal Cities in Egypt
Mohamed Elazzazy. YP

11.30  Gorizia and Nova Gorica: Cities On The Edge
Velenka Herbez. YP

12.00  Planning on the edge of existence: Case study of Velo Grablje, Island of Hvar
Marijana Zlodre, M. Arch., Zagreb, Croatia. YP

12.30  TBC
Michaela Winter-Taylor, Gensler
Abstracts
Thursday, 12 September, 2019

10.30-13.00

SESSION A: Political borders
Upper Sherwell LT

10.30-11.00
Where is the edge of transition (of spatial planning)?
Vit Rezac, Faculty of Architecture CTU Prague, Czech Republic
auup@volny.cz

Influence of Austrians, then Germans and later the Russians on Czechs and Slovaks, with a Jewish flavor until the 1940s, framed the Central European region and its spatial planning culture in the XX century. And this legacy continues till today.

The paper presents outcomes of a research of planning law in the Central European region and seeks possible lessons to be learned to tackle with upcoming challenges. The research focuses primarily on the relationship between public and private stakeholders in the process of planning and permitting. The study demonstrates the impact of social and economic changes to the statutory (regulatory) planning system and its instruments. After almost 30 years of democracy in the CEE region there is permanent legislative uncertainity in the construction industry. This depreciates private savings and diminishes the competitivness of some Central European countries.

The transition form socialist to capitalist system combined with current and upcoming challenges (sustainability, hazards, social changes etc.) creates a colorful puzzle to be disentangled. Thirty years that have elapsed since the break-up of socialist regime, spatial planning of new EU members has had to adjust to essential changes in society, environment and economy. At the beginning the transition of planning was constrained by an unfavorable political flavour which often confused spatial planning with the totalitarian control of the economy, and consequently society, characteristic of the past. There were many attempts to address these issues in different ways but it does not seem the light at the tunnels´ end is yet visible. Planning is likely too complex to allow the experiences of others to be easily implemented in home market. Nevertheless there are attempts of legislative interventions or examples of creating spatial plans in unconventional way which enrich the planning discussion.

11.00-11.30
The Law of the Sea and coastal communities
Sonja Elin Kleven Jakobsen, Norwegian Fishermen’s Association.
sonja.jakobsen@fiskarlaget.no

Outline to follow
11.30-12.00
**Miracle or Disaster: How Regional Planning outside the Border can influence Local Planning inside the Border? Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) and the Hong Kong-Zhuhai-Macao Bridge (HZMB)**

Vivian Ko & Jeffrey Ng, Planning Officers, West Berkshire Council, UK. ngtszlok@gmail.com

Hong Kong, which was a colonial city, is located at the Pearl River Delta (PRD) Region. Although the physical border remains after the handover in 1997, Hong Kong is attempting to have a more active role in the PRD development and “dissolve” the border between the City and the Region, by commencing more cross-border infrastructures to create a “one-hour intercity circle” in the Region. Being the only territorial development strategy of the City, Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030 (Hong Kong 2030+) has identified the importance of the close relationship between Hong Kong and the PRD Region. Nevertheless, there is still a discussion on whether the regional development will influence the planning of Hong Kong as it only focuses on land use zoning. In 2018, the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) and the Hong Kong-Zhuhai-Macao Bridge (HZMB), which are considered as important national mega-infrastructures to connect Hong Kong and the Region were opened. They also fundamentally have an impact on the local communities and the planning of Hong Kong.

There is a general assumption that the contradiction between top-down regional policies and local planning is one of the major challenges for local governments (Tang & Jin, 2018). Using XRL and HZMB as case studies, this research aims to have an interesting discussion on the opportunities and challenges of having a “border-less” regional planning development of a city. It also argues that how the planning policies “outside” the border can influence the planning system “inside” the border of a city.

12.00-12.30
**Improving France and Spain cross-border links: The Urban Development Plan for the recovery of Canfranc International Railway Station**

Beatriz Santos Sánchez and Raquel Aragon, Department of Urban and Spatial Planning, Government of Aragon, Spain. bss2430@hotmail.com & r.aragonblazquez@gmail.com

The International Railway Station complex is based in a deep valley placed to the north of Canfranc village just seven kilometers from the border between France and Spain. This is an area surrounded by Spanish territory but is part of an international tranche where joint activities are carried out with the region of Aquitaine.

This valley, called Aragon valley, has a critical strength, that no other place have in the Pyrenees, the railway. From Canfranc Station, ski slopes can be connected with the valley villages, link with the high-speed Saragossa-Madrid/
Barcelona rail line and with the border towns and villages in France. In this context, there is the question of upgrading the existing line between Pau and Saragossa via Canfranc in order to improve passage through the Pyrenees, not at the western or eastern extremes, but at the most central part, in the sorter term.

The Urban Development Plan for the recovery of Canfranc International Railway Station and its environment is a revitalizing tool recently approved for urban and spatial planning that aims to revitalize the area, to ensure rail services and connections, to recover the existing buildings, to protect the collective memory of the place, to improve the quality of life in this rural area with different land uses that enable citizen’s enjoyment, as well as the integration with the landscape in the territorial context and the cultural and natural heritage promotion.

The purpose of the paper is to analyse the potential of development of this area, its connectivity with Europe and the relationship with its natural environment: the Pyrenees, as the transition from natural to rural and urban areas.

12.30-13.00

**Fresh Air CAES Study: Lessons from a Strategic Renewable Energy Storage Infrastructure in a Frontier Zone**

Louis Roux Wildenboer, (B.Art etc Sciencia Town and Spatial Planning, MIPI, Dip. PM, MBA Dip.), Maritime Spatial Planner, ERMS (Environmental, Renewal, Marine & Spatial Planning and Development Consultants), Dublin. lwildenboer@outlook.ie
Tel. (mobile): +353 (0) 863939430.

Case study of a strategic bulk renewable energy infrastructure project’s strategic spatial location at peripheral coastal location and community, and at the translational buffer area between different regional and national jurisdictions and the natural environmental transition zoned between the terrestrial, sub-terrestrial, foreshore, marine and sub-maritime environment based on the utilisation of a natural coastal resources, geological halite salt rock.

Peripheral coastal locations and transitional areas of strategic spatial locations, typically acts as the nodal point for location, connection or transient points between opposing coastal towns, communities and harbours, regions and national jurisdictions. These opposing spatial nodes act as the nodes of interaction along which spatial transportation and transmission corridors develop and are expressed as movement, strategic infrastructure, transportation and transmission associated infrastructures. It is critical that coast communities are recognised as the custodians of these critical spatial transportation and transmission nodes and corridors and their physical expression as strategic infrastructures.

The focus is on planning and environmental terrestrial, geological sub-terrestrial, foreshore and marine consenting phase of a Project of Common Interest (PCI) between European States, called Project CAES(Compressed Air Energy Storage) Larne, NI, a 330MW Renewable Energy Power Station proposed at the coastal town
Larne, Islandmagee, Northern Ireland. The proposed facility comprises of a terrestrial, geological sub-terrestrial, foreshore, marine and sub-marine components and were subject to different planning, energy transmission, mineral, marine and environmental consenting regimes for its development consent. The facility was proposed to act as a massive compressor to store excess energy off the national grid, by converting excess electric energy to compressed air which is stored in large underground geological storage caverns created in halite permian geological salt layers (1400-1900m deep) through solution mining, then released as potential kinetic energy to generate electricity when supply is low through an electric generator located on the surface.
Coastal settlements and regions have a future

Petter Wiberg, Head of Department, Department of Planning and Building, City of Bergen, PO. Box 7700, 5020 Bergen, Norway. Petter.Wiberg@bergen.kommune.no

Coastal areas are exposed to strong external forces, harsh climatic conditions, difficult social and economic challenges and more. They nevertheless represent a potential in our strive for a sustainable future. In order to make use of their full potential priorities need to be made. As well as a private sector willing to take risks, this requires a committed public sector at multiple levels, locally as well as globally. We might be optimistic about new technologies, but can we be technology optimists? Public policy and planning can help convert the coastal communities from clients to leaders in the strive for a much needed sustainable future.

Southend 2050 Translating Ambition into Reality

Dr Peter Geraghty FRTPI, Director for Planning and Transport, Southend Council. PeterGeraghty@southend.gov.uk

Southend on Sea Borough (SBC) is a unitary authority of 4175 hectares. It has a population of 174,300 residents, equating to a density of 40 persons per hectare; making it one of the densest boroughs outside of London. It is a sub-regional centre with a catchment of 325,000 people covering south Essex. This coastal settlement on the Thames estuary attracts 6.43 million visitors every year placing considerable strain on local infrastructure and assets.

SBC has ambitious plans set out in a programme called Southend 2050. The Southend 2050 programme developed through an ongoing conversation with the local community is not about one single publication or statement. It is a mind-set that looks to translate the desires of local people and stakeholders into action, something that looks to the long term, but also the action that is needed now and in the medium-term.

Southend 2050 is made up of the authority’s ambition, associated themes and the outcomes that SBC wants to achieve. A core element of Southend 2050 is a new Local Plan. This Plan is set in the context of a Joint a Strategic Plan (JSP) for South Essex. The JSP covers six separate local authorities planning across a broader regional geography. This is one of few Strategic Plans across the UK.

Southend’s draft Local Plan which has recently been the subject of public consultation (issues and options) includes the UN Sustainable Development Goals (SDGs). Continuing the community conversation embodied in Southend 2050 the
Local Plan consultation is asking stakeholders how the SDGs can be delivered. Southend’s Plan is the only Local Plan in the UK to include SDGs as a fundamental component. This presentation will discuss how the Local Plan can achieve SDGs working in a strategic planning context.

11.30-12.00
**Planning on the edge of a secondary city in a time of changing governance. The case of Tours (France)**

Christophe Demaziere (Professor in Urban and Regional Planning at the Departement Amenagement, Universite de Tours, France. Email: christophe.demaziere@univ-tours.fr); Alaa Hasanen (Architect and Master student at Ecole Polytechnique de l'universite de Tours, France. Email: ah@alaahasanen.com); and Emilia Kopeć (Architect and Master student at Ecole Polytechnique de l'universite de Tours, France. Email: emiliakopec2305@gmail.com)

Present since 1915 and occupying 300 hectares in the north of the agglomeration of Tours (300,000 inhabitants in the Loire Valley region), an infrastructure - the local airport - has helped to contain the urbanization. It constituted a clear break with the surrounding wine growing areas and market gardens. The announcement in 2017 of the departure of the military hunting school, planned for 2020, leads the local actors to strategic reflections. It is about finding a vocation for the hundred hectares and the real estate inherited from the army. It is also necessary to think about the joint development of the airport zone and the urban and agricultural spaces that surround it.

These reflections come at a time of institutional and political change. Local councilors lobbied successfully to the government to reach to the status of *metropole*, but eventually there are no financial incentives from the state. Rather, austerity of local public finances is expected.

This paper aims to analyze how metropolitan governance helps (or hinders?) planning of the North-East of Tours. It is based on a work carried out since September 2018, which involved 5 professors and 30 students in urban planning. On the basis of field work and the meeting of many actors, the paper will first develop a diagnosis of the urbanization of the North-East of Tours, putting in particular the cutoff effect generated by certain infrastructures, including the airport. While there is a disjunction between the development of the airport and the city, it is assumed here that in the future any urban project and airport development (or reconversion) should aim at coevolution. With this in mind, three development scenarios are developed for the next 20 years: growth, diversification and reconversion. Finally, we will return to the reactions generated by this academic work of urban planners, commissioned by an instance of civil society, on a sensitive subject for the image that the young metropolis of Touraine wishes to project.

12.00-12.30
**Urban blue acupuncture: A physical and social intervention to improve coastal access and population health and wellbeing in a deprived area of Plymouth**
Urban design can directly influence population health, for better or for worse and it is often the more deprived communities who have least access to health promoting green and blue spaces (e.g. parks/beaches) to exercise, socialise and relax. We describe a 2018 intervention at Teat’s Hill in Plymouth (opposite the Mayflower Steps), supported by a collaboration between multiple partners including Plymouth City Council’s Active Neighbourhoods Project, PCC Environmental Planning, the Horizon 2020 funded BlueHealth project, Devon Wildlife Trust, University of Plymouth and National Marine Aquarium, which improved access to a local waterfront in a relatively deprived area. The physical intervention was based on best practice urban design including improving access to the public slipway, the construction of an open-air theatre, theming the children’s play area to the Mayflower story, and a new wild-flower meadow. The social aspects included a year-long community/stakeholder engagement programme to help design/implement the intervention and ensure its sustainability. Project success was evaluated in several ways including surveys with over 600 local residents/visitors (pre-post intervention), on-site observations over a 12 week period (pre-post), in-depth interviews with key stakeholders (post only), and attempts to quantify local residents’ willingness to pay for the intervention (pre only). Results were highly encouraging. Local residents reported significantly higher wellbeing after the intervention and highlighted greater feelings of safety, community togetherness, and local environmental quality as key factors in these improvements. Interviews suggested residents felt that the council cared about their area and had helped restore pride in it through the social activities that took place. The behavioural observations confirmed that access to the waterside areas had improved substantially following the intervention, and that the open-air theatre was providing a brand-new venue for plays, classes and other community events. Strengths, weaknesses, challenges and future insights from the project will be discussed.

12.30-13.00

**Edges in between: nature and buildings**

Robert Bedner, Director of Architecture, CURA Design Ltd, Plymouth Science Park

robert.bedner@curadesign.com

The presentation would cover first cover three case studies of projects I contributed to early on in my career: Sverre Fehns - Bodtker House (Oslo); Steven Holl and Vito Acconci - Storefront For Art and Architecture (New York); and Renzo Piano – Sistianna Finespol – Development of a disused coastal quarry. I would look next to two projects that I recently completed here in Plymouth (through Research + Design). First, Union Corner, which is a community project in Plymouth that has an
urban garden that is designed to work with the edge of the pavement. Second, the Stiltskin Childrens Theatre, which involved the conversion of a derelict Second World War gas decontamination building and heritage asset in Plymouth’s oldest Park to the first dedicated Children’s theatre in the Southwest of England. This project has many edges both in its construction with the nature in the park and as well in bringing together distinct communities that surround and use the park. Cura are currently working on a project for Abbeyfield Health in Millbay involving bringing biophilic principles to the key public spaces of a large multi-storey residential carehome.
Containment: a normative frontier - the German paradigm of “Innen-vor-Aussenentwicklung”

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My proposal addresses a normative frontier: the German paradigm of “Innen-vor-Aussenentwicklung” meaning that conversion projects and re-densification within the urban tissue should be realised before developing new spaces thus transforming e.g. farmland, green space into concrete. This paradigm developed under the strong impression of shrinkage following the booming early nineties after reunification, has found its way into planning legislation at a time when the tipping point towards growth was already over, in 2013. Today many German cities in the growing metropolitan regions are seeking strategies for new urbanisation outside the built environment, because containment policies and re-densification there have brought but crowding effects and skyrocketing housing prices. At the same time environmental legislation as well national as on the EU-Level and new subjects like extreme rainfalls, climate change adaptive building and nature preservation as a whole are generating ever more obstacles to overcome when speaking of “Aussenentwicklung”. This topic overlays with the lack of procurement for land through the public sector: as a result of the new public management and privatisation tendencies in the 90ies many cities have sold their property including large chunks of their formerly public housing enterprises. This selling of the “silverware” induced a discourse that catches up today again. An interesting example is the City of Berlin trying to rebuy their formerly sold housing stocks from the private sector at fantastic prices.

Thus a large obstacle for developing new space is the access to buildable land. Here German legislation, the Baugesetzbuch, can help with the return of the urban development procedure (“Städtebauliche Entwicklungsmassnahme”), an instrument providing cities with the power for the disappropriation of private property – at the same time risking long legal procedures against those plans.

Thus, I would like to shed a light on how instruments, urban development and normative sets work together or apart for solving housing matters in Germany and best initiate a discourse with other European planners on how far these developments can be witnessed throughout Europe.
The Metropolitan Green Belt (MGB), has long provided a limit to the city, recognised as one of the physical edges of London, pre-dating London’s current administrative boundary. The function of the MGB has been to put a stop to the growth of the built-up urban settlement of London encroaching on the countryside to its periphery. This imposition of a boundary for development, the institution of a definitive ‘edge’ to London, has had many consequences - some intended, others less so.

However, much of the legislation that came with MGB has been lost, for example New Towns – with, it could be argued, much of its original purpose. The MGB has also grown beyond Greater London, and in some areas covering much of authorities on the edge of London, such as Sevenoaks District Council. The paper will trace the impacts of the MGB - what social, economic, environmental and cultural consequences is it having. It will consider reasons for its continued existence and ‘first among equals status’ as planning policy, and its whether that meets and the effects which it can be seen to be having today – if not, why not and should it be reformed.

The paper draws on the example of London Borough of Waltham Forest. Through analysis of the changing characteristics and pressures experienced in London’s outer edge, we advance a case for thinking regionally, and relationally with respect to addressing the key issues facing the city today.

11.30-12.00
A Wardian case of Planning: The Edge as a Preservation Mechanism

Karla Santos Zambrano

The Wardian case, invented in 1829 by Nathaniel Bagshaw Ward, a tightly-sealed glass terraria which allowed for the successful shipping and preservation of living specimens of exotic plants between countries and continents, often for journeys that lasted several years. Ward’s creation changed the world: scientists were now able to study specimens from all over the globe without traveling too far and it facilitated plant migration across continents. The ecological impacts associated with the case can be transposed to the way the edge of a city has interacted with the other side over time. Places, spaces, cities are influenced by their contextual situation and should seek to enhance their distinctive character, all the while responding to current-day needs, impending societal changes and cultural diversity.

Using the Wardian case as inspiration, it is worth reviewing the different scenarios surrounding cities which are affected by fluvial processes and the imminent human reaction in attempting to alleviate or to stop possible impacts without the benefit of working with the environment. ‘Wardian cases’ and ideas can be simple in design and origin and quite easily adapted by each city. A compression of time and space has led to a wide network of human interaction and integration on a global scale, and a case study approach would summarise best possible scenarios when dealing with a fluvial edge. In a time where climate change is constantly a topic of discussion, two questions are identified within this paper: how can the edge of a city act as a preservation mechanism and what is prioritised for preservation? This research aims to offer a unique contribution to the field of planning and to position the importance
of planning into contemporary discussions about preservation and climate change, particularly as new and existing urban forms should be capable of adaptation over time.

12.00-12.30
**Evaluation of the rural-urban fringes as a tool for spatial planning**

Barbara Kostanjšek, Department of Landscape Architecture, Biotechnical Faculty, University of Ljubljana, Slovenia. [barbara.kostanjsek@bf.uni-lj.si](mailto:barbara.kostanjsek@bf.uni-lj.si)

The landscape as a living environment is nowadays being perceived mostly as a cultural phenomenon. Changes within landscapes caused by social processes are becoming more evident, notably the changes due to consumption, which presents an issue in urban-rural fringes. In this context, the research will explore the aspect of physical transformation of the landscape and its identity, as well as the society’s perception of these changes. An insight into existing perceptions of landscape changes will open questions about the approaches to monitoring the processes in the landscape, the implementation of policies and their impacts, daily human influences and direct physical interventions in the space.

The research will be twofold – consisting of physical and social analysis of urban fringes. When dealing with spatial data, we face objective, specific facts. However, public perception is based mostly on subjective assessments stemming from personal experience. The perceptions of urban fringes, obtained by focus groups will be an important criterion for verifying the appropriateness of landscape evaluation and management models. Based on the results obtained, the concept of landscape planning will be upgraded with sociological thinking about human collective action in the space.

The aim of the research is to answer whether (and to what extent) landscapes protection and management models correspond to the interpretation of the landscape of consumption, created as a result of social transformation. Concurrently, the goal is to verify the relevance of current landscape evaluation models and enable the identification and role of landscapes in spatial identity. On the basis of the findings, the intention is to present a proposal of methodological and substantive improvements that would properly address the evaluation of landscapes modified due to social transformation. The results will contribute to more appropriate and effective approaches for integrative planning of urban fringes.

12.30-13.00
**Planning on the Rural-Urban Edge: Green Belts and the English Housing Crisis**

Charles Goode, ESRC Doctoral Researcher in Urban and Regional Planning, School of Geography, Earth and Environmental Sciences, University of Birmingham

A sharp and distinctive divide between town and country, rural and urban lies at the heart of the English planning system (Amati and Taylor, 2010; Scott, 2013). This is seen most clearly in England’s most longstanding and popular planning policy, Green Belts, which seek to ‘prevent urban sprawl’ at the urban edge (Ministry of
Housing, 2018, p. 40; Longley et al., 1992). However, with England’s deepening housing crisis, Green Belts have been critiqued for increasing house prices, causing unsustainable growth patterns (the ‘leapfrogging’ of development) and for often lacking public access/ environmental value (Cheshire, 2009, 2014).

This study focuses on Green Belts in regional England because arguably the debate has been overly concentrated on London and the South East. Moreover, the debate has been very polarised and ideological between the ‘economic’ argument, principally that Green Belts should be abolished, and the ‘protectionist’ argument, that Green Belt are sacrosanct and untouchable. This study seeks to move the debate forward by being empirically based on the views and expertise of practicing planners alongside exploring the attitudes of campaigners. In the ongoing data collection process, 30 practicing planners, planning stakeholders (politicians, journalists etc.) and campaigners have been interviewed, 2 focus groups have been held and quantitative data has been analysed from the Social Attitudes Survey.

Key themes emerging include governance due the lack of strategic, regional and spatial planning in England’s largely localist planning system. Indeed, Green Belts often prevent or make it very difficult for development to take place in the most sustainable locations (next to existing settlements/ near transport hubs). However, there are some interesting examples of Green Belt release and they also restrict unsustainable growth patterns like ribbon development. Rather than be abolished, urban growth/ Green Belts arguably need to be managed and planned at the regional, strategic level for the long term.
SESSION D: Urban spaces on the edge
Upper Sherwell LT

14.00-14.30
Co-constructing the future of small former industrial towns: main perspectives and pitfalls. The example of Rive-de-Gier, France.

François Duchêne, Ecole Nationale des Travaux Publics de l'Etat; Georges Gay, Université Jean Monnet Saint-Étienne; Emmanuel Martinais, Ecole Nationale des Travaux Publics de l'Etat; Christelle Morel-Journel, Université Jean Monnet Saint-Étienne; Laurence Rocher, Université Lumière Lyon II; and Fanny Verrax, Independent scholar and facilitator.

Rive-de-Gier is a small town (15 000 habs) in Auverne-Rhône-Alpes, France, that can be considered an "urban space on the edge" for many reasons. The deindustrialization process has resulted in a territory struggling with unemployment, high housing units vacancy rate, critically low household income, etc. To address these issues, we will present early results of an innovative research-action project (POPSU: Plateforme d'Observation des Programmes et des Stratégies Urbains), funded by the French Ministry of Environment. This project brings together researchers and students (geography and urbanism), and an artistic team (photography, music, theater). The overarching objective of POPSU is to increase the scientific knowledge on small towns in France, and to create new ways to co-construct prospective scenarios with the local population. We will focus on two specific issues: how can co-constructed urban planning improve peaceful coexistence between various communities in small struggling towns; and facilitate the ecological transition?

14.30-15.00
Cultural Landscape of former Yugoslavia and Mediterranean Cities: Planning on Edges and crossroads

Aleksandra Đorđević, M.Arch., M.Urban and Regional development, Ph.D. Student, Teaching Assistant, University of Belgrade, Faculty of Architecture, aleksandra.dj@arh.bg.ac.rs; Mladen Pešić, M.Arch. Ph.D., Teaching Assistant, University of Belgrade, Faculty of Architecture, mladen.pesic@arh.bg.ac.rs; Milica Milojević, M.Arch. Ph.D., Assistant professor, University of Belgrade, Faculty of Architecture, m.milojevic@arh.bg.ac.rs.

This research aims to open up a discussion about Mediterranean cities in the former Yugoslavia’s republics: Bosnia and Hercegovina, Croatia and Montenegro. Although
located in different states, it is possible to trace historical underpins and cultural landscape that have shaped those cities for years – the tradition of a fortified city, the urban matrix, city structure, street proportions and local materials. The challenges that are set ahead planners are how to define universalities and similarities between those cities and yet to pertain authenticity and uniqueness of the very place when introducing new urban form into the urban matrix.

Sensitive geopolitical situation and sociopolitical history on one side, and unique landscape and cityscape on the other, present main starting point for the research. The paper will briefly review the history of the development of several cities and consider its impact on planning and design practice. Those cities, although different in its scale and located on the edge of their own countries, are significantly closer to each other and banded by the Mediterranean sea. The focus of the project will be on researching how these various states treat its cultural heritage and on which goals and values they direct urban development. Analysis of above-stated relations could provide comprehensive insights into changes and challenges of the Mediterranean cities development’s trajectories and contradictions. This paper will argue for the value of understanding cross border understanding of cities, faced with various social and political contexts by recognizing their effects and benefits on urban development.

15.00-15.30

**Makoko: the city at the edge of the city**

Zala Bokal

Makoko, settlement in cosmopolitan Lagos in Nigeria, Africa, is a town on the edge. A residential enclave is stretching alongside the edges of central coastal parts of the megacity, with substandard housing, partly built on the coastline and extending about 0.5 miles into the waters of city lagoon, spreading above the swamps on the stilts. Emerging as a floating city, Makoko is, perhaps with cruel irony, referred to as the “African Venice”.

Though the area is highly dense and urbanized, with an estimated population of up to 300,000 residents, mostly fishermen, it has no modern infrastructure and is facing many challenges such as frequent flooding due to the lack of building technology and water channels heavily filled with waste, as sanitation and waste management is poor, lack of clean water and almost no existing energy supply.

That urban planning challenges together with the societal questions of poor health, security and education facilities, put the Makoko community on the peripheral edges of the society, that is characterized by astronomical socioeconomic differences among the Lagos residents.

The city government interest is to evacuate this area of high level of informality that represents ecologically devastating eyesore. Clearance, that is being presented as the solution for city environmental crisis, carries a great risk of causing a humanitarian crisis, as the residents are often misplaced without the proper cooperation with the communities and compensation to the residents.
That being said, this paper is aiming to discuss the optimal approaches of urban planning at the waterfront Makoko settlement. Firstly, by briefly picturing its background and secondly by reviewing developing history and identifying the challenges of urban planning in the settlement. Lastly, the study tries to identify the urban planning principles that must be part of the conception and implementation of successful environmental planning programmes in Makoko.

15.30-16.00
Riverfront regeneration in Belgrade

Ksenija Krsmanović, Doctoral student, University of Valladolid and Blekinge Institute of Technology. ksenija_krsmanovic@yahoo.com

Cities of Europe underwent significant changes at the end of the 20th and at the beginning of current century, with the turn of planning discipline towards the urban environment protection and tendencies for sustainable development. In the context of increasing numbers of abandoned and neglected areas of the former industry at the inner-city riverfronts, urban regeneration became a frequent tool for cities around the world in the search for a new identity and urbanity. These transformations are aiming to enhance economic, social, and environmental aspects of the city, but often leave the requirements of local citizens unaddressed.

My PhD research explores the relevance of the inner city riverfront regenerations in the European planning history from the second part of the 20th century and their importance in the existing urban trends for sustainable development. Riverfront projects testify to the complexity of urban challenges and demands of a local context. As frontiers, they offer a standpoint from which processes happening in the city could be observed.

Following the timeline of the conducted research process, the presentation will open topics about the significance of water in the urban area, transformative landscape of riverfronts, planning tendencies for renaturalization and sustainability, and how it all affects cities in different contexts. Particular attention will be devoted to the project of the riverfront regeneration in Belgrade, a capital city at the periphery of Europe that presents a singular testing ground and an uncharted territory in the planning discourse. The transformation of discarded industrial spaces owned by public authorities along the Sava riverfront in Belgrade has passed through several phases that in different ways influenced the local and global narratives of the city. The process of riverfront regeneration represents a major discontinuity in the recent evolution of Belgrade, in that manner changing its status from socialist Eastern European towards a contemporary global city and the “new” old capital of Serbia. By analyzing the outcomes of both bottom-up and top-down approaches implemented in the same riverfront in Belgrade, the research focuses on understanding the ways social, political, economic, and cultural intentions are mixed in a single historic riverfront and represented through urban transformation. Finally, the presentation will end with open questions about the resistance to the global tendencies, the standardization of interventions, gentrification, participation in urban changes, and the role of a riverfront as space on an urban edge.
Thursday, 12 September, 2019

SESSION E: Marine planning
Lower Sherwell LT

14.00-14.30
A comparative analysis of marine governance across the UK

Dr Linda McElduff and Dr Heather Ritchie, Ulster University, United Kingdom
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The Marine and Coastal Access Act (MCAA) 2009 was the UK’s first piece of comprehensive legislation focused on the governance of the marine and coastal environment. It sets out the statutory basis for a new ecosystem based, plan-led system for marine activities and seeks to facilitate the sustainable development of the UK seas. Ten years on from the enactment of the MCAA this presentation reviews the evolving system(s) of marine governance in the UK. Particular focus is placed on the extent of coherence between: the devolved nations (England, Wales, Scotland and Northern Ireland), and… email incomplete?

14.30-15.00
Integration of marine and terrestrial planning

Joe Smithyman, Marine Planner, Marine Planning Team, Marine Management Organisation, Lutra House, Dodd Way, Walton Summit, Bamber Bridge, Preston, PR5 8BX. Joseph.Smithyman@marinemanagement.org.uk

In English waters, the Marine Management Organisation has developed two marine plans (adopted plans: East and South), with four remaining plans entering their final draft phase before public consultation later in 2019 (North West, North East, South West and South East). The content of a presentation would link primarily to marine planning’s practical implementation and its integration with the terrestrial planning system in England, including case study examples of how Local Authorities have started to align their own local plan policies and strategies in coastal areas with existing marine plans. In addition, the presentation will explore the ways in which we are implementing marine plans to decision makers, increasing awareness, and monitoring plans. A further look at existing government frameworks in England that seek to join up marine, inter-tidal and terrestrial development decisions will also be addressed with thoughts on what a future integrated approach to planning across marine and terrestrial systems could look like. Dependent on presentation time scale, the process by which marine plans in England have been developed and the ways in which we have engaged with stakeholders throughout their development could also be shown. Furthermore, if there is scope, an update on other UK marine plan development could be highlighted if representatives from these countries are not present.
15.00-15.30
Approaches to marine planning, its integration with terrestrial planning and the promotion of the blue economy

Jim Claydon (MRTPI Past President of RTPI, independent planning consultant and specialist in marine planning) and Anne-Michelle Slater (Aberdeen University School of Law). jim@jimclaydon.co.uk; a.m.slater@abdn.ac.uk

Since the M&CA Act (2009), marine plans have been prepared in all UK administrations and adopted in Scotland and English regions. The impetus for introducing marine planning was the rapid development of offshore wind. The administrations have adopted different approaches to marine planning and the presenters will question the success of policy implementation based on current research.

A particular feature of renewable energy planning in England (and Wales) is the 2008 Planning Act, consenting nationally significant infrastructure projects in terrestrial and marine environment. In the consenting of an offshore wind farm (England) both the marine-side turbines and infrastructure are consented along with the terrestrially-based grid connection and substation as one package. This integrated approach has enabled the development of a substantial new source of renewable energy, generated jobs and stimulated the economies in coastal communities. In contrast in Scotland, marine renewable energy licensing and planning are divided between terrestrial and marine regimes. Although both are undertaken in a national plan context: The National Planning Framework and the National Marine Plan.

In Scotland aquaculture, has expanded in remote inshore areas with both economic benefits and environmental impacts. The control of fish-farms is delegated to local authorities through expanded land use planning competence. It operates in parallel with the marine planning regime but raises questions relating to jurisdiction and the application of land use and marine policy.

Elsewhere in the EU marine planning and licensing has been approached differently although the production of marine plans is common practice in the context of the European Maritime Spatial Planning Directive. The presenters will compare marine licensing of renewables and aquaculture in Norway, Scotland and elsewhere. They will conclude by identifying strengths and weaknesses in the comparative approaches to marine planning, its integration with terrestrial planning and success in promoting the blue economy.

15.30-16.00
The Marine and Coastal Environment

Dr the Hon Rob Stokes MP, Minister for Planning and Public Spaces (New South Wales, Australia) rs1@stokes.minister.nsw.gov.au

This presentation will provide the conference with the opportunity to consider coastal reforms being undertaken in Australia, and their applicability to the environmental,
social and economic context of coastal communities in Europe. The Australian coast is geologically stable, although generally eroding, with the impacts of natural coastal processes amplified by the impacts of climate change. From a socio-economic perspective, the Australian coast is closely settled, and faces sustained development pressure. A diverse “saltwater economy” has developed along large swaths of the Australian coastline, increasing the complexity of planning for a range of existing and emerging land uses, as well as activities on adjacent submerged lands.

The presentation will consider and compare a range of recent legislative and policy interventions in coastal land use management in Australia, including the Coastal Management Act 2016 (NSW); the Marine and Coastal Act 2018 (Vic); and even more recent reforms announced by the incoming South Australian Government. Conclusions will be drawn about reform directions and implications for European policymakers.
Rediscovering Countryside after the Urban Crisis: New Edges for Castilian Intermediate Cities

Juan Luis de las Rivas Sanz, Arch., PhD, Spanish Association of Planners (AETU), Professor of Town Planning and Urban Design, Universidad de Valladolid.  
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The financial crisis of 2008, with dramatic effects in the Spanish real state system, suddenly closed an urban cycle, cutting the production of urbanized land and the construction of new homes. Without its growth machine, the dominant expansive planning model in Spain since the 1990s became deeply questioned. However, the transition to a new scenario based on urban regeneration is not easy and faces significant challenges. One of the most important conflict takes place in the large bags of potentially urban lands today abandoned in intermediate spaces and fringe belts. There, under-built spaces, urbanizations without buildings, or vacant lots with approved but not developed planning, are a burden that immobilizes resources, with negative impact in the regeneration of the consolidated city. Besides all of it, in the existing urban edges appear new topics such as the functional recovery of agriculture or the redesign of facilities in the city limits. In this context, some specific issues are imperative for future urban planning: green infrastructure and its connectivity with agrarian and natural spaces, the introduction of nature based solutions in urban design, an innovative conception of urban ecosystems and their metabolism, etc. Therefore, urban edges, particularly in medium size cities, cannot be seen as spaces with a ‘frozen arrangement’ proposed in the expansive stage. They must be revised starting from a renewed city-countryside relationship.

This presentation approaches the topic in different related case studies of Castilian cities (riverfronts), showing the potential of innovative planning visions on the urban edges: the performance of Valladolid periphery in the environs of Duero river, the recreation of urban edges along Chico river in Ávila, and the quality of urban landscape preservation in the Eresma valley in Segovia.
implementing of fast and innovative actions in the consolidated city. New and great
neighbourhoods are now under construction, and great investments in facilities and
transport have to be implemented to provide quality services to the population of
these outer developments.

In general, municipal plans of medium and great cities consider huge areas that
have the right to become urban areas in the near future, and very often with an
approved urban layout. The presentation shows general data of those plans
approved in the last decade and its degree of consolidation, and the problems that
have been generated by the paralyzation in the construction of the city from a
landscape urbanism point of view.

The current scenario of climate change and resilient planning recommend a
complete reconsideration of the pre-crisis decisions, and a deep revision from a
renewed city-countryside relationship. In that sense, new approaches in our
technical discipline should be considered in the oncoming revision of urban plans:
especially, the incorporation of an ecological understanding with efficient green
urban infrastructures, a full introduction of water based design and a renovated
introduction of agricultural spaces in urban landscapes.

The presentation shows different examples of innovative proposals, and it illustrates
to what degree the occupation of urban edges with renovated proposals of uses,
mobility and landscape integration of infrastructures can contribute to the
strengthening of the agricultural or natural strips of Spanish urban edges.

15.00-15.30
**Resilient planning for urban rivers: from a border of division to a vibrant public
space**

Marta Ducci & Giulia Maroni

Historically, many towns were born along rivers, appreciated by citizens as a source
of life and wealth. However, over the centuries this relationship between inhabitants
and rivers has drastically changed becoming conflicting. Indeed, cities have
expanded their limits and they have lost the balance achieved with the wild side of
rivers, floods included. More and more efforts have been made to govern the rivers’
flow in urban areas, creating embankments and other protective measures, such as
drainings or detours. From preferential view and city’s value, the river has become a
dangerous border, a place of social and cultural discrimination.

This condition is particularly clear in Italy, where the hydrogeological risk in the cities
is highly extended (23.4% of the cities are exposed to different ranges of risk) and
only a few cities have tried to recover the relationship with the shores. Moreover,
nowadays, due to climate change, cities are more and more frequently exposed to
extreme risk occurrences linked to natural events. This paper is going to explore the
use of rivers border as resilient green infrastructures, how and where they can
deliver climate adaptation services in urban contexts and considering the benefits of
taking an ecosystems services approach to development. Selected examples are
going to be used to demonstrate how rivers can be resiliently designed and reintegrated in the city, turning from edges to vibrant and lively public spaces. The theme is going to be analyzed from different design scales: from the territorial (e.g. StrategicResilient Masterplans) to urban scales (e.g. Municipal Plans) up to the local (e.g. punctual interventions). This review aims to shed light on the river’s shores uses in urban areas and how these spaces could offer new spaces for the citizens within resilience function.

15.30-16.00

Designing a green corridor through the Budapest riverbanks

Daniel Rádai

The greatness of the questions of connecting water and cities originates from the very nature of water itself: its socio-technical complexity. Depending on the circumstances water can be a provider of both life and death. As an open space feature and environmental quality, it is a vastly researched crowd-inviting attraction for recreation-seeking urban inhabitants. At the same time, it can offer a great climate-dependent threat that complicates how to address urban water bodies.

The Budapest Danube-fronts fit to this discourse from the angle of a society’s relationship to its river. It only attracts Budapest citizens in theory, as the riverbed is completely divided from its urban environment by inner-city motorways as so many other European river corridors experienced in the past decades. While its inconsistent water levels hold little threat for the inner-city - larger in the outskirts -, it has to be taken into account. The riverbanks’ future has generated extensive, yet ineffectual discussions among academics, professionals and even the public. In 2015 December a municipality-led design competition concluded that offered improvements for public places on the Pest-side first and eventually in Buda as well. By mid-2017 designs have reached permission-phase, still, many features of the plans have faded and the motorised traffic in the riverbed has never been questioned. Since then, there has been a complete silence around the projects that led to the topic being investigated for climate adaptability at the 2018 Climathon.

This paper aims to contribute to the discussion from a new viewpoint. A case-study rich scientific perspective orientates towards a research by design approach. The research question seeks to answer how the Budapest Danube-fronts could turn into a people-oriented urban oasis. The key criterion is the maximisation for urban resilience where only socio-technical questions form boundaries. The author seeks idealist scenarios where the cars are no longer primary land users and only the characteristics of the river and surrounding places are considered to be design contexts. The process will consult NGOs engaged with the Danube and likely involve inhabitants with questionnaires to raise well-acquainted, inclusive ideas. The goal of the paper is to show images of a 21st century public space. It caters for all segments of society and stands on strong scientific foundations limited only by professional arguments. It will present some exemplary spaces testing the overall vision. These places will reflect on the neighbouring areas providing new edges for transition between the built and natural environments.
Friday, 13 September, 2019

11.00-13.00

SESSION G: Waterfront regeneration
Upper Sherwell LT

11.00-11.30
Shrinkage in port cities: European trajectories and resilience

Victoria Pinoncely, PhD Candidate, Urban Planning/Marie Skłodowska-Curie Fellow, Ecole Normale Supérieure - Paris Sciences Lettres. victoria.pinoncely@ens.fr

This presentation will be based on doctoral research funded by the EU-funded Horizon 2020, as part of the RE CITY International Training Network (ITN) that focuses on reviving shrinking cities, and presented by Victoria Pinoncely. Victoria is a PhD candidate in urban planning and a Marie Skłodowska-Curie Fellow at the École Normale Supérieure in Paris. Prior to this, Victoria lived for ten years in the UK, where her experience included working as a spatial planner, both in the public and the private sector, and as a research officer within the Royal Town Planning Institute’s policy and research team.

Victoria’s PhD research on shrinking cities focuses on path dependency - its spatial manifestations and social, economic and environmental implications - and resilience face to urban shrinkage. Her research considers whether urban decline is as inevitable as it may seem, juxtaposing historical and contemporary perspectives to enable a better understanding of the evolution of emerging patterns of city path dependencies and resilience.

In her presentation, Victoria will focus on the case of port cities in more detail, which have often suffered as a result of the move to container-based shipping as the main form of shipping, globalisation and deindustrialisation. While some ports are growing quickly, many are shrinking and have witnessed important decline - in light of SDG 11, how can we ensure that the challenges of coastal urban settlements are addressed and in particular the question of urban resilience? The presentation will outline different case studies in Europe (e.g. Liverpool, Le Havre and Genoa), their evolution through time, as well as the national, regional and local policies that aimed at addressing shrinkage in these cities, which often have specific governance arrangements, and the impact of regeneration on social polarisation.

11.30-12.00
Large Seaport of Marseilles (GPMM), first French port, made of “environmental excellence” an essential component of its strategic development project 2019-2023

Frédéric DAGNET, Director, Strategy and Audit Department, Port of Marseille Fos Authority. chantalguillet@alefrance.fr; Frederic.Dagnet@marseille-port.fr
In addition to a development policy of renewable energies (wind offshore oil rig, photovoltaic installations, thalassotherapy which feeds the new districts of Marseilles), there is a constant search for reduction of the nuisances (air, water) related to the traffic of the ships of passengers and cruisings during their stay with quay (installation of electric cabling system of the ships, development of a service of fuelling in GNL…) this within the framework of a city-port partnership agreement and a charter metropolis-port in the course of adoption.

The organization of transport between the port and the final destination of the products is an essential answer in terms of regional planning. This transport, today assured mainly by the road, is an important cause of pollution, saturation of the infrastructures and mortality.

At the level of the territory, the wearing of Marseilles carries multimode south of Europe, plays a crucial role in the modal, river and railway carryforward. For 2018, this carryforward is in rise of 31% with a progression of 10% for the railway one. The Wearing of Marseilles Fos made multimodality a strategic axis for the five years which come in developing the massifié modal carryforward of long distance, durable creator of growth. For that, it intends to continue to instigate a river strategy by widening the partnership Medlink Ports; operational entity of harbor platforms working with the development of multimodal transport on the axis the Rhone the Saone the Mediterranean of the wearing Inland created in 2008 on the initiative of Marseilles-Fos, Waterways of France and eight inner harbors of the Rhone-Saone basin. Thus, the ports of the roads of Toulon and the SNCF Network joined Medlink in March 2019. The railway carryforward to allow to reach the heart of Europe.

12.00-12.30

Shifting the narrative: the case of the Athenian Riviera

Eleni Gklinou, Architect MArch ‘14, ARB, RIBA; Urban Designer, Columbia GSAPP’16. eleni.gklinou@gmail.com

In 1953, with an innovative vision to boost the country’s economy, Greece initiated a long-term process of large infrastructural works that would completely alter the Athenian coastal zone.

The highly coveted waterfront of the Greek capital, owned by a multitude of stakeholders, comprised a wide variety of spatial typologies and uses: from the Piraeus Port, to the Elliniko Airport, and to the then freely accessible idyllic beaches of the Saronic Gulf. With 70 km of attractive, public land, the Greek public sector attempted to facilitate numerous regeneration processes that would bring in much-needed capital.

However, a series of ownership constraints and a relaxed planning system met a set of unique conditions in 2007, when the unprecedented Greek fiscal crisis severely perplexed matters. In a fragile context as such, the opportunity for a complete reset was inescapable. As fiscal conditions stabilised, Athens attracted investors, who discerned a ground of opportunity in the fallow coastal land and the tax incentives.
As a result, a string of forgotten, underutilized spaces quickly transformed through marketing and storytelling into what is today known as the ‘Athenian Riviera’.

This research will aim to discuss the deeply lethargic *modus operandi* of the Greek planning system, which has allowed for the fragmented and unregulated development of individual sites along the Athenian coastline. Through three regeneration case studies (Renzō Pianō’s Faliro Delta, Former Hellinikon Airport, Asteras mixed-use development) that have followed world-renowned design and planning prototypes and managed to bypass Greek bureaucracy, the goal of this project is twofold: to uncover issues of social and environmental resilience in a politically and economically unstable context that is in dire need of one-way investment, and to discuss Athens’ process in its effort to ensure the delivery of equitable, vibrant new public spaces along the coastal zone, in spite of the immediate dependency of projects on neoliberal practices.

**12.30-13.00**

*Regenerative flows: Neglected vestiges of the Southwest of Europe*

Javier Tobías González, Urbanist/Architect. [javier.tobias.g@gmail.com](mailto:javier.tobias.g@gmail.com)

Post-war urban developments in the Southwest of Europe are characterized by many constructive and comfort shortcomings they were built with

1. Maybe more importantly, these developments are also characterised by a lack of mix use, connection and relation with the rest of their built and non-built environment, building type variety, and maintenance of their open areas.

2. The similarities in the processes and in many cases the results, drawn from these issues enable the pursuit of some replicability in the approach and methodology applied to the redevelopment these areas in a sustainable manner.

Currently, many of the interventions proposed for these areas consist on economic aids for building rehabilitation. This produces urban regeneration initiatives with no initiative, left in the hands of users that act with no coordination, slow and inconsistently.

3. The few municipally coordinated proposals work on a neighbourhood to neighbourhood basis at best, with little cohesion or interaction with the neighbourhood’s built and non-built environment.

4. This approach leads to interventions that seem replicable, as they tackle constructive issues which affect many of these developments, but end up forgetting about their main issue: their risk of becoming spatially and socially excluded.

There is therefore a need for strategic proposals that integrate the social, environmental and economic dimensions of sustainable development.

5. Moreover, there is a need for considering also the cultural identities of these developments, which were designed and constructed as mere housing estates, as containers for people; and were transformed into liveable neighbourhoods through the protests and the communities built by their inhabitants, by their neighbours. This idea of community and therefore of place attachment

6. involving new incoming generations, is necessary if these areas are ever going recover from the state they are currently in.
Friday, 13 September, 2019

SESSION H: Climate change and planning on coast
Lower Sherwell LT

11.00-11.30
Long term resilience on the coast – the adequacy of Shoreline Management Plans and spatial planning in England

Andrew Coleman MSc MRTPi FRGS (University of Brighton, UK) (and Michael Tucker MSc (Brighton and Hove City Council, UK). A.Coleman2@brighton.ac.uk

In England and Wales, Shoreline Management Plans (SMPs) are non-statutory documents drawn up by local authorities (LAs) with the Environment Agency and Natural Resources Wales. They try to identify the most sustainable coastal change management policy for the next ~90 years. Successfully implementing these recommendations partly depends upon SMPs being effectively translated into statutory Local Plans (LPs). These set out local planning policy for an area for the next 15-20 years and are the basis for deciding whether and where new development can occur. Coastal change is only one of many material planning considerations in decisions. Climate change will increase coastal change and coastal flood risk by increasing sea levels and storm surge.

The speakers will report on the findings of a MSc project that evaluated how SMPs are being reflected in LPs and to whether they include the policy of the National Planning Policy Framework (NPPF). Five English Local Planning Authorities (LPAs) were selected according to whether they had an up-to-date LP, faced significant coastal change impacts, and demonstrated varying economic, social and environmental challenges. The research found that:

- SMP policies and principles were generally not being given much ‘weight’ in LPs. This is likely to reduce the impact of SMPs in spatial planning decisions that can affect coastal change,
- NPPF policy (including Coastal Change Management Areas where new development is restricted) were often being reflected in LPs – except for Integrated Coastal Zone Management (ICZM).

The presentation will discuss the findings in the context of previous studies of how SMPs have been considered in the planning system and by a recent Committee on Climate Change report that concluded that the current approach to coastal management in England is unsustainable in the face of climate change. The presentation will set out conclusions and practical recommendations for policymakers.
11.30-12.00

**Natural England’s Vision for the coast**

Corine Dyke, Lead Adviser (Strategic Planning) and Amanda Newsome, Lead Adviser (Sustainable Development), Devon, Cornwall and Isles of Scilly Team, Natural England, Sterling House, Dixs Field, Exeter, EX1 1QA. [Corine.Dyke@naturalengland.org.uk](mailto:Corine.Dyke@naturalengland.org.uk)

Coasts form an important part of our natural environment. A large proportion of protected biodiversity and landscape areas are at the coast Natural England has a key role in ensuring that coasts and estuaries are managed sustainably. In many cases there is real tension between planning for new development and coastal defences and the long term resilience and management of the natural environment. In this presentation we will set out what Natural England is trying to achieve in the coastal area, some common challenges we are faced with, the evidence we can provide and the work we undertake with others to develop and implement sustainable solutions. We will illustrate the above with a number of current and past examples of where positive outcomes were achieved, as well as cases where they were not achieved, including the lessons that were learnt.

We will also highlight a current SWEEP (South West Partnership for Environmental and Economic Prosperity) project on Coastal Change Management Areas (CCMAs). The National Planning Policy Framework (NPPF) requires councils to identify CCMAs where rates of shoreline change are expected to be significant over the next 100 years. The uptake of CCMAs is however low as few LPAs feel confident to undertake long term coastal planning. The SWEEP CCMA project, which was instigated by Natural England and is managed by the University of Plymouth, will generate a template for developing CCMA plans that allow for natural coastal processes and complement the conservation objectives of protected sites and species. It will also develop two scientifically robust example CCMAs that include planning for natural coastal processes: one for the Taw-Torridge estuary and one for part of the South Devon coast.

12.00-12.30

**The role of science in the planning of coastal protection**

Amani Becker, Applied Coastal Scientist, National Oceanography Centre, 6 Brownlow Street, Liverpool, L3 5DA. [abeck@noc.ac.uk](mailto:abeck@noc.ac.uk)

The National Oceanography Centre (NOC) is a scientific research organisation and the UK’s principle centre for oceanographic sciences. We are primarily concerned with scientific excellence, but also that our research should be put to practical use by, amongst others, planners, engineers, ports and harbours, local authorities and government agencies in the UK and worldwide.

The NOC is constantly developing new knowledge and ways to translate this into policy and practice. Scientific innovation is enabled through development of: new ways of measuring and monitoring; new ways of processing and interpreting
environmental data; and digital ‘virtual oceans’, to better understand the past and explore the future.

Here we will explore the changing nature of coastal planning and the increasingly practical role that science must play in order to inform decision makers and stakeholders for long-term protection of coastal communities. We will draw on current experience of delivering practical projects with external partners where NOC research is being used to support planning, including WireWall, C-RISC and C-RiSe. WireWall is an award winning relocatable overtopping measuring system, used to collect field observations of wave-by-wave overtopping velocity and volumes. It can provide site-specific data and calibrate overtopping tools to inform the design of cost-effective sea defences, which will provide protection from changing storm patterns and rising sea levels. C-RiSe provides satellite derived data on sea level, winds, waves and currents to partners in Mauritius, Mozambique and Madagascar, supplementing climate projections with seasonal and regional information, to help understand and address a wide range of issues from coastal erosion and impacts on ecosystems to port design and navigation.

This presentation will show how research can assist planners in understanding and addressing challenges of protecting the coastal environment whilst developing the blue economy; carrying out coastal urban regeneration; and in light of climate change.

12.30-13.00  
**Mortas ciné and the consultation problem: a review of social acceptance at the An Spidéal Marine and Renewable Energy Demonstration Site**

Sybil Berne (Planning Consultant); and possibly Dr Heather Ritchie and/or Dr Linda McElduff of Ulster University. sberne@mdb.ie

This case study examines the levels of public engagement generated by a foreshore license application in 2016 for the redevelopment of the An Spidéal marine renewable energy demonstration site in County Galway, Ireland. Combining a review of literature with that of public submissions and interviews, the study identifies some of the reasons why people object to marine renewable energy (MRE) development in Ireland. It indicates that in the absence of marine spatial plans, MRE development is likely to be opposed by local communities in view of the light statutory engagement requirements inherent to Irish foreshore legislation. It shows that decision-making in marine renewable can be perceived as a by-product of conflict of interests in Ireland. The triangulation of results also points to shows landscape and “mortas ciné” (pride of heritage in Irish) as intrinsically intertwined concepts, with the understanding of place and identity as one of the most significant obstacles to overcome in developing socially accepted marine energy enterprises. This research comes at a time where Ireland is at the cusp of great challenges and changes with an upcoming National Marine Framework Plan and upcoming marine licensing legislation. It concludes on recommendations proposed to build a more inclusive planning process for transparent and fairer decisions, which should mean that Ireland is open for business but also places social justice at its heart.
Egypt is currently pursuing a sustainable development strategy under the name: Egypt Vision 2030. In response to the population increase and aiming to achieve sustainable development, Egypt is currently building four new cities: New Alamein, New Mansoura, East Port-Said, and the New Administrative Capital. Excluding the New Capital, the three other cities are coastal cities over the Mediterranean Sea. They are developed by the New Urban Communities Authority, which is an Egyptian government authority affiliated to the Ministry of Housing, Utilities & Urban Communities. These cities are big in terms of scale as each of these cities is designed to host around one million inhabitants.

This study aims to analyse the design of the three new coastal cities: New Alamein, New Mansoura and East Port-Said in terms of their edge. First, the edge includes the relationship of cities with the water frontage. Second, the edge as the transition from one physical environment to another; from desert sand to greenery. Third, the edge in terms of relationship with the surrounding society, peripheral rural areas, and surrounding different kinds and scales of cities. And finally, the edge and their potential connectivity with the Mediterranean and European countries, and the world.

Although the selected case studies are not in a European country as the suggested theme of the workshop but the position of the selected case studies over the Mediterranean Sea will have an impact on the surrounding European countries especially the Mediterranean ones. This paper might also enrich the discussions of the workshop as the scale of the new cities is intended for one million inhabitants.

Gorizia is a town in northeastern Italy, in the autonomous region of Friuli Venezia Giulia. The settlement was first mentioned in 1001 and it was important transitional area between the Balkans, Central and Western Europe and the Apennine peninsula. Due to its geographical position in the 11th and 12th century Gorizia became an urban settlement of greater importance for the wider region. It was under the rule of the counts of Gorizia until 1500 when was incorporated into Hapsburg monarchy and became a border town. In 1860 when the Vienna-Trieste-Gorizia
railway was built Gorizia became not only the administrative and religious but also a prosperous, commercial, industrial and tourist center of the region. The further development was interrupted by World War I. In 1920 the treaty of Repallo determined the border between the kingdom of Italy and the kingdom of Serbs, Croats and Slovenes (later Yugoslavia), assigned Gorizia to Italy and relocated the border towards the east. After World War II, the peace treaty signed in Paris in 1947 assigned the urban center of Gorizia to Italy while its eastern suburbs with the north railway station and rural hinterland were left to Yugoslavia. The territory transferred to Yugoslavia lacked a cohesive structure and was poorly connected. To overcome the problem Yugoslav government decided to build a new settlement that would connect suburbs into a new urban space. The new town was called Nova Gorica. Architect Edvard Ravnikar, student of well-known Joze Plecnik produced the urban plan that was selected for Nova Gorica.

12.00-12.30
Planning on the edge of existence: Case study of Velo Grablje, Island of Hvar

Marijana Zlodre, M. Arch., Zagreb, Croatia

Hvar is the longest Croatian island, located in the Adriatic Sea, between the islands of Brač, Vis and Korčula. Unlike the rest of Croatia, Hvar has recorded a population growth in the last decade. But while the tourist centres such as the City of Hvar have positive impact on the population growth, villages in the inland are losing their inhabitants. Among them is Velo Grablje, which according to the 2011 census has only 7 inhabitants and is on the edge of existence. The village is facing physical limits due to its position in the middle of the island and its poor traffic connections with the coast and thus with the Croatian mainland. This has led to depopulation, which makes investing in better connections unprofitable.

The village was a livestock settlement founded in the late Middle Ages and it reached its peak of development in the beginning of the 20th century, when it had nearly 500 inhabitants. Velo Grablje represents a well preserved traditional architectural complex and as such is registered in the Register of Cultural Goods of the Republic of Croatia.

This paper will evaluate the existing state of the selected village on the island of Hvar and propose possible directions for its future development. The idea is to revitalize and preserve this small authentic zone and increase the standard of living not only for the inhabitants to return but also to enrich the tourism offer. The main focus will be on making Velo Grablje an attractive place, highlighting its unique features that make it distinct from other places of the island that have lost their “personality” due to overbuilding. Hopefully, the revitalization of this village will make it an attractive place to live in, to visit and to invest in.

12.30-13.00 TBC
Michaela Winter-Taylor, Gensler