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ΤΟΡΙϹ	DEBATE 1: DEBATE 1: DEBATE 1:	
SITES	GLOBAL AND LOCAL WHAT SCALES?	
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REGISTRATION	What relations between the global territorial sustainable strategy of cities and the local urban design development? How to transform areas, putting in interactivity the both scales?	- Contraction
CALENDAR	<b>LECTURE</b> The introductive lecture called <b>«At the threshold of the Third urban revolution, possible conse-</b> <b>quences?»</b> is done by <b>Thomas Sieverts</b> . He was professor for urban design in Berlin, Harvard, Stuttgart, Nottingham and Berkeley, director of the 'International Building Exhibition Emscher Park'.	STATE AND IN COLUMN
JURIES	He coordinated several interdisciplinary research-works and has run until 2005 an office for urban design in Bonn. Thomas Sieverts: Sometimes it is good, to lean back and to try to see our present problems in a	
QUESTIONS	long historic perspective and to understand, what is just happening, in a more general picture. If we do this, we might discover that we are in a situation, where our cities are in a deep transformation, historically comparable to the transformation from the agrarian to the industrial city in the 19. Century, based on coal (first modernity) and to the transformation from the old industrial city to a service oriented city, based on oil/gas (second modernity).	
CONTACTS	I think we are just now observing the first signs of a third transformation of comparable historical importance: The Transformation of the city based on oil (gas) and produced by services and consumerism to a new type, based on solar-energy on its different, renewable forms (third modernity), which will lead also to a new form of city, which is still hidden in the clouds of the future: At present, nobody can say what form the city will have! Even if we do not know the future form of the new city yet, we know from history, that each form of modernity resulted in a characteristic city-form. But these characteristics city-form were not just a passive result of change, but also contributed actively to the in Germany.	es

wealth of the time. This becomes illustrative clear, if we analyse the type of city of second modernity: Extensive suburbanisation, mass-production of cars and the need for extensive infrastructure formed an irresistible circle of economic growth, which only in our times has come to an end. So we might read the massive destruction of dwellings and houses i.e. in East-Germany, but also in California/ Florida in the USA as an example of what the economist Schumpeter had called "productive destruction", proving, that society has obviously at present invested much too much into unproductive builtvolume. 'Productive destruction' is a sign for something new to come. But before trying to speculate about a possible new city-form, we should try to sketch the conditions in old Europe, which set the frame for the transformation and to compare it with the rest of the world, including Turkey: The cities in old Europe are nearly all more or less built, very few are still growing in quantities, which allow to transform the city by sheer growth. Many cities are - concerning the amount of population - more or less stagnating or even shrinking. So in Europe the transformation in most cases must be organised as metamorphosis, as a transformation of the existing fabric. A look on a world-map, and the experience of Istanbul – a fast growing mega-city at the edge of Europe, half in Europe and half in Asia, beautifully exhibited – proves, that the problems of Old-Europe

are special indeed, and might even seem to appear bizarre to our Turkish colleagues. But also the still fast growing cities will become older, the dynamics of population-development will slow down, and so good old Europe might still be an interesting field to observe, how to improve the urban quality of life even without economic growth: Old Europe could prove, that qualitative growth can be organised by intensification, by better connecting existing values, by making a situations specific and by integrating nature and landscape into the cities! These qualitative tasks were the topics of Europan during the last years, leading to a wealth of different forms!

When speculating about the future form of the city to come in the era of third modernity, we could try – based on present experience – to sketch a few most probably characteristics:

The cities of the future, based on scientific and tacit knowledge, will compete with each other on a global scale in attracting the scarcest, most valuable goods of the future: Young people, intelligence and creativity. So it will be most important to create productive milieus, the best qualities of life, including the best education possible, and an urban landscape inviting to use it. Making a city beautiful, Development of Boston US special and full of symbolic meaning might be the most important task: The so-called 'soft qualities' from 1875 to 1945 including beauty will become sometimes more important than 'hard qualities'.

The city of the future should exist in balance with nature and landscape: All my research-experiences of the last years proves, that 'living with nature' belongs to the basic desire of many people, even of the majority: This will lead to a kind of co-habitation of city, nature and landscape. The urban ecologists have proved since many years that the urban landscape is much richer in different species, even in endangered species, than the surrounding industrialised agriculture. I think there is still a wide field open for architecture and urbanism to house not just humans, but also other species and by that integrating architecture into the cycle of nature!

The city of the future will be the same time a 'local' and a 'global' city. Nearly every built intervention will be connected to a global dimension. I.e.: Many locally decisive decisions will be taken in the 'world-cities' far away; traditional society and local culture will be formed by immigration, and last not least energy production and consumption, the production of food and the treatment of drinking-water will influence the global biosphere. So the old saying 'Thing globally, act locally' is still valid and must be realised in each decision.

The future city will be, as far as our present experience is concerned, part of a very large densely populated, poly-nucleated urban landscape and part of a network of characteristic communities complementing each other in a highly specialised division of labour. Under the future conditions, isolated small cities and villages will have difficulties to survive; they might even disappear from the map. Germany experiences this negative development just now on a large scale in East Germany. It will be Urban internal limits one of the most difficult problems of the future. Perhaps Europan should be more active in this field of creating active urban networks of cooperation.. Mobility in the poly-nucleated, densely populated urban landscape, will be mostly operated by fast trains and local electric-mobility with small vehicles. In these large urban landscapes the historic urban cores and villages will provide historic depth and special identity.

I want to close my talk by speaking about three topics in a little bit more detail: About the relation of global strategy and local design, about the fractal urban landscape and last not least about the perspective of incrementalism. In each building-project, the global and the local coordinates intersect. The degree of 'Globalness' resp. 'Localness' varies of course widely, between the airport resp. the military-campus or the headquarter of a 'global player' on the one hand, which might even be 'exterritorial', and the old people's home on the other side, rooted in the local community. As the global strategy including demands on sustainability must be fixed in the building- and construction-programs, architecture itself is always local. There should be an intermediate scale between 'Global strategy/program' and 'architectural project' in form of a small-scaled, very specific kind of plan, which belongs both to the strategic sphere of urban planning and to the form-giving activity of architecture. Concerning Europan, it should be perhaps considered, if the 'study-area' should be developed further to a very specific 'local-action-plan'.

A systematic comparison of 60 city agglomerations all over the world, as part of a research on 'fundamental principles of urban growth' by Klaus Humpert and his crew reveals an astonishing similarity: They all show a significant fractal structure, in which no point of the built area is further away from the open landscape than 2-4 km. In this fractal structure there seem to be hidden some important improvement - potentials, by forming the open-space pattern to a kind of 'regional-skeleton-system'. Some Swiss colleagues call these stabilising green-structures 'Aggloasen' in the desert of suburbanisation.

The reasons for the emergence of these unplanned fractal city-patterns are rather plausible: This fractal pattern is the combined result of uncountable separate decisions of households and firms, each trying to optimize, in the frame of their budgets, three goals: Nearness to the open landscape (fields, parks, forest, streams and lakes), satisfactory services at hand (shopping, schooling, doctor) and accessibility of the regional traffic-network to be able to have access to the regional labour-maremergence of Science cities ket.

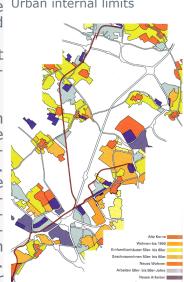
As sketched above, the transformation to more quality will be organised by projects, not by overall, general plans. It has to be done step by step, but the steps should lead into the same direction! At the IBA-Emscher Park we have called this method a little bit pompous, 'perspective incrementalism', trying to orient and navigate each project into the direction of a wanted point at the "horizon of visions".

I think that Europan quite consciously has set appropriate questions and the appropriate programs in all the years it exists. This is impressive to read in the beautiful documentations. And I do not see the necessity to change Europan in its structure: It proved to be working and to be flexible and adaptable. If I think about few to be carefully considered questions, I think at some cautious adaptations to new demands.

If the transformation of European cities will be organised not by large general plans anymore but by an uncountable numbers of separate projects, then it will be necessary to make a 'surplus' of each project, explicit and visible in direction of a wanted and gradually emerging transformation, including paths the global/regional scale. It will be necessary to formulate the 'range' of a project and its connections with other entities in the region and the world. It will also be necessary to make the explicit rules, which could be derived from the project for its environment. What could this mean for Europan? If public open spaces and urban open landscape will define the city in its specificity perhaps more than buildings, we should perhaps put more emphasis on the network of open spaces, infrastructures and urban landscapes in defining tasks for Europan. I got the impression that within the field of landscape-architecture there has been developed a very lively intellectual debate during the last years. Should we perhaps open Europan also to landscape-architects?

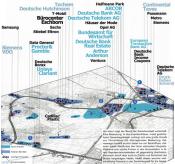
And last not least I want to rise the problematic issue of the commission of the winners: As far as I have learnt, less than half the winners actually get commissions. One of the reasons (I was told) is the long time-gap of sometimes several years of political procedures and administrative negotiations necessary before the actual architectural design operation can start.

Perhaps we should try to convince the communes to commission the winners also to participate at the preparatory procedures more than perhaps in the past: There has developed over the years a deep change in the architectural profession to a growing importance of moderating programming and micro-planning in context with architecture, which should be regarded now as part of the regular A former industrial site responsibility of architects. We might have to reconsider the notion of implementation in the present transformed in a cultural and political, economic and administrative context. What do you think?



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DEBATE The Debate is moderated by **Kristiaan Borret**, chief architect of the city of Antwerpen, teacher in Faculty of Architecture of Gand (BE).

Kristiaan Borret (BE): Everyone knows the book of Thomas Sieverts Zwischenstadt, «in between cities», perhaps you use the word «urban sprawl», or « città diffusa» or «la ville-territoire», all of these new words refers to a new kind of urbanity spreading in many areas in Europe. It is about the interrelations between global scales and local scales. And it is about the disappearance of clear opposition, or clear borders, between cities and countryside. And these two aspects, the global versus the local, the city versus the nature are two main topics in the debates on the future of European cities. The first debate is structured around two main lines.

First one, the scales, global versus local, came up when we where comparing the sites and comparing the programs, their ambitions, their instructions... It was all about connectivity and identity. Most of the proposed sites understand connectivity in a very literal sense, they see it as a kind of precondition before being global, access to a higher mobility network (highway, railroad, TGV section). Global is presented as being connected, being plugged-in. First cliché of urban strategy: to be connected to be in the club of the top European cities. Be connected and your soil value will rise. Be connected and, you'll have global programs to impress investors, inhabitants will flown in... It was for instance the model that was used for Euralille, in France. Now I may be a bit dramatically about it but at the same time, I have to admit that there is a brutal relevance in this idea of the need for being connected. It is just that we have a sharp contrast and we will see it during the debate, between two German cities, Ingolstadt and Selb, 200 km from each other. Ingolstadt is a rich city, with a lot of growth, hundreds of hectares, which are redeveloped as new mix urban quarter. Ingolstadt has an issue - «how to house new people and new businesses?» -while Selb, on the contrary, has not this problem. The city is shrinking, its issue is «how to keep people in the city?». The need for connectivity comes very sharply here between shrinking cities and the ones which are growing. Selb has problems, but Ingolstadt has problems too. That's the second part of the debate. It is about identity. Ingolstadt is rich, it has roads leading to German international network, the global scale is there but what is missing on local scale? In this future city quarter, which kind of connectivity can be proposed? What would make the difference with other new developments, other cities. Why would I choose Ingolstadt, to go and find a house, or to go to the university? It is typical of the hard values and the soft values we are now confronted with. If your city is connected, isn't it its culture witch will be important to choose between several cities? In comparable conditions, I might choose the pleasant city, a city related to nature. That leads to the identity issues.

Let's start with the question of connectivity : what is the mistake? Is it a mistake from the past? The site of Marche-en-Famenne reaches a large road, which was modernized in the seventies and was crossing brutality to the city core. It is an example of how the global and the local didn't interact. It shows how the mobility infrastructure is in fact a brutal attack on the quality of life.

Pierre Sauveur (BE): Marche-en-Famenne is a town that is, I wouldn't say out in the sticks, but it is 60 km from the capital of Wallonia, Namur, 60 km from Liège, the border town with Germany and Holland, and 60 km from another significant town, Arlon, a border town with France and Luxembourg. It therefore stands at a relatively important crossroads. Some twenty years ago, it reaped the benefit of the dynamism generated by its mayor, who managed to stimulate the town economically and in all its activities. This town, situated between 3 significant towns, had a main road running across it, which sabotaged the town centre, in that the whole of the old part situated mainly to the east was separated from the developing part of the town to the west.

This road was much too fast. Cars travelled through the town at 80 or 100 km/h. The government provided relatively large subsidies to convert this main road into an urban boulevard, with a speed limit of 30 km/h. The site, which the teams will be asked to work on, runs along what used to be a high-speed road, and there is also a pedestrian pavement which has been put in the last 15 years. However, it was not appealing, being next to the main road. So for the moment, the site consists of Marche-en-Famenne (BE) a car park, waste collection area, in short what we call a "derelict urban area". So it needs something else, along this urban boulevard, perhaps the development of shops and housing, and reconnection of the urban fabric between this boulevard and the pedestrian centre of Marche-en-Famenne.

Kristiaan Borret (BE): Do you think that the urban strategy can also change in a small town, like Marche-en-Famenne? Do they can connect both scales? Which mean, what you have called «conviviality» in the centre and the negation of a regional scale. Do you think it is possible to do both things, in one project?

**Pierre Sauveur (BE):** Obviously, there will still be a through road, as long as there is no bypass, which is not on the agenda. So yes, there will still be a certain level of traffic that will continue, but it will be, let us say, "tamed". Drivers will realise that they are surrounded by pedestrians, who will be able to step into the road, onto the boulevard, without fearing for their lives. The two parts of the town will be reconnected, though this will obviously involve a transfer of mobility. There will inevitably still be cars passing through, but they will start to think about pedestrians, the town. That is also a form of urbanity.

Kristiaan Borret (BE): let's move to Cerdanyola del Vallès, near to Barcelona, a new highway, a major development in the northern part of the city, with university, housing area. How to link that with the original city? Could you tell us how the people from Cerdanyola welcomed your project? Do they see it as a chance, an opportunity or were they afraid to lose their identity? How would you make the link between both?

Esther Llorens (ES): The site is a very large space, 140 ha, near Barcelona, from which it is separated by a large nature park. It coincides with a technology and science park, which contains the Alba synchrotron, the particle accelerator, and other firms in the same field. Within this park, there are plans for a residential area with 1800 dwellings. On the other side of the motorway is one of Barcelona's universities. The site corresponds to the edge of the town, which includes the Serra Parear district, where there is little housing. Near the motorway, there is currently a railway station which they want to convert into an intermodal hub, not just regional and national, but also international, with the possibility of taking high-speed trains. These infrastructures and the bridge connecting it with the university, where one of the lanes will also have to be significantly widened and extended to Cerdanyola (ES) the south, link the site with the rest of the town.

Kristiaan Borret (BE): How is welcomed by the people of Cerdanyola the fact of having an international campus with international people such as researchers or students?

Esther Llorens (ES): The population is quite keen, because the site we are talking about is very large and the science and technology park has already started to transform the town. The University, which was previously isolated, is starting to connect with the town. New dwellings are also starting to appear. The population is in favour of these developments.

Kristiaan Borret (BE): Let's move to French cities, Clermont-Ferrand and Toulouse. For both the cities, it is about train stations, which are to be built in 15 years or 20 years, but the development of the area has to begin now. So first the development, and after the infrastructure. How to deal with that?

Laurent Pinon (FR): I would like to talk about the Toulouse and Clermont-Ferrand sites at the same time. They are both part of a national "eco-city" process, which starts from the principle that development will take place in areas of growth. In both cases, they are counting on the impact of the high-speed train. At present, these two sites are linked with the arrival of a TGV (high-speed train) station in 10/15 years. They don't even know what the programme is, because they don't know how many square metres will be developed, but they know it's going to happen. The term "eco-cities" refers to regional cities which are connected to Paris, but which are also going to be connected between themselves and will be able to develop. By contrast with what used to happen, if I take the case of Toulouse as an example, where most of the growth happened on the outskirts, now the growth will happen within the existing city, through regeneration. So the two Europan sites of Toulouse and Clermont-Ferrand are both sites with activities, with public amenities. So the global/local relation is important, with the TGV station representing the global, and the local starting from what already Clermont-Ferrand (FR) exists on sites owned by the municipalities and their conurbations. This means that the goal is to decide what one is going to produce. The goal is really to come up with a plan quickly and to create a new urban laboratory, to show what can be done today, within the context of a long-term urban plan. As they are working in relation to an infrastructure that will be arriving in 10/15 years, the site is not on the station itself. For Clermont-Ferrand, for example, the station is slightly more to the south west. But it is nevertheless within the range of influence of the station. And it is this that is important in the

short-term. Finally, people are working from a global perspective, but meeting current needs. These cities cannot wait 15 years for transformation, waiting for a programme which may or may not happen. As in Clermont-Ferrand, you have a genuine ambition to create a new district which will connect existing areas of employment. There is a business zone to the east, a hospital that has been built on the other side, there are major amenities. This means that there is a real local role, which can be expressed in the short-term. So the goal of this Europan project, linked with the station project, is to be part of a dynamic of urban regeneration, and at the same time to respond to local needs, genuine existing needs. The fact that the project is not directly on the station means that the future is not fixed, there is still room for manoeuvre. Perhaps the difference compared with certain finished TGV station projects in France, is that these new stations will now be in the city centre. They are no longer stations built in the middle of nowhere, with a station, a small business zone and nothing else. These are urban stations, like Antwerp station in Belgium. They are in the city centre and are developed in situ. The aim is to concentrate urban intensity in the city centre, to limit urban sprawl and also, as these infrastructures are some way off, action is needed immediately in order to meet needs that already exist.

Here, in Toulouse, the aim is to create a link between the city centre and the outlying areas, and to provide functions that do not exist in these two districts, and finally to create additional small nuclei. In these programmes, and now we're talking about architecture, there is a need for a potential to evolve. And also there must be a link with the urban master plan, the urban fabrics need to be able to connect to a project covering 400 hectares, for example in Toulouse. But it is also essential that the architecture produced should be able to evolve, because at the moment they are going to produce housing, which may later become offices. The aim is really to think about these different forms as if in a laboratory context. We react immediately, we propose concrete solutions and the architecture must be able to evolve as the city growth.

Kristiaan Borret (BE): You mean that this is the opposite with many French projects, when you have first the station and then you have to create an urban frame. Is that a really a conscious strategy, shared by the politicians of the city?

Laurent Pinon (FR): It is now a genuine strategy, the station hub study areas have been identified. In Toulouse, the study area is 400 hectares and the strategy is to say that we cannot wait 15 or 20 years for the railway infrastructure to be put in place, but that we need to act immediately to meet the needs of the surrounding urban fabric. One might think that this could inhibit future development, but it is the architecture and urban form that will be able to evolve. That is why this first phase is not starting on the station site. These sites are in the area of influence of the stations, and will also have a service, local transport infrastructure. So there is really a dual scale. There is a response at district scale, a programmatic response at conurbation scale, and then the integration into a very long-term plan. It is the architecture that provides this response on the global scale.

Kristiaan Borret (BE): So we have, what we could call a Science City with Cerdanyola which is highly focused on the national and international mobility network, and with Toulouse, we are on a kind of intermediate level not only global or local, but something like a linking circle of urban facilities, like tramway, linking the centre of Toulouse and the outskirt... which is a very interesting idea. Now, let's see a city in Norway, Skien-Porsgrunn, which are actually two cities very closed to each other, they have the ambition of working together and implement a railway between them.

Olav Backe-Hansen (NO): Skien and Porsgrunn are two quite small cities and, in this context, we have an ambition of reducing the CO2 emission so we have join the national programme of «future cities». The problem is that too few people are going by bus, bikes or walking, and too many people are taking their cars. It seems too easy to go by car. And the buses are using the same roads than the cars. So we were thinking about using the existing railway to establish a local one. This could give this area a kind of extra attraction. This could also link the cities centres and also the planned new centres between the cities.

Kristiaan Borret (BE): Does it mean each station of buses will have to play the role of a new centrality or will develop more intense urbanity? How do you see them?





















Olav Backe-Hansen (NO): We want to investigate how it can be a developed and more intense, at the urban and human scale. How to connect the train system with the bus system, and to have good Skien Porsgrunn (NO) facilities for pedestrians and bicycles? How to have a common system in these stations areas?

Kristiaan Borret (BE): In this Europan we also have the example of Savenay in France, in between Nantes and Saint-Nazaire which are now presenting themselves at the international scale, as a double-city, to be stronger, to be more important in the national city competition. This is one aspect. The second aspect is connecting several urban cores in one conurbation with such a structure.

Laurent Pinon (FR): It is true that in Savenay, the time required to access the central points of the area is the crucial factor. I mean that this town's development depends on being a quarter of an hour from Nantes or Saint-Nazaire. The railway infrastructure is the factor that governs territorial organisation. At local level, it is nevertheless a response to urban sprawl, because there is a clear desire to live in the outlying areas or here in a medium-sized town. So the aim is to propose an alternative to the utopian ideal of everyone living in the dense city, everyone living in urban centres with all the amenities. Perhaps the ideal model is not confined to these dense cities, but perhaps a model that starts with urban fragmentation. There are potential responses in these intermediate towns in terms of the range of services, to limit urban sprawl and offer alternatives. At present, this project offers a conception of a new district as an additional town centre, to avoid sprawl from the outskirts to villages which really have poor services and are very scattered.



Savenay(FR)

Savenay(FR)

Kristiaan Borret (BE): In a future city or a future landscape, when separate cities grow and become a conurbation it might be important to have this kind of infrastructures and also to translate it in a new urban form. We saw the example between Nantes and Saint-Nazaire, but in my country Belgium also, like Maastricht working together with Liège. How about Germany or the rest of Europe? What about the urban form of such conurbations?

Thomas Sieverts (DE): The advantage of these conurbations is that the division of labour can be progressed so that each city become, more and more specific doing certain things that the others will not do. And in Germany by historical reasons because we have some many small states, and so many different capitals, we have a kind of natural structure of this in most part of Germany. Now these historical patterns do exactly the same that they do here, they tried to be better connected and by that driving the division of labour. But there is one problem, which is perfectly clear with the French examples, is that you have to take in account the time. And you must act locally, as the French explain, and then it would grow in a regional or even a global dimension. That means that for architecture, this is important for the Europan participants, is to be adaptable to this future. Because that's it, the future will be very different from the present. So if you build sustainable, you will have to live in architecture in a time when it doesn't fit anymore. The problem is how much redundancy we will have to introduce in what we build today.

Laurent Pinon (FR): Yes, it is one of the goals that we set in the Europan programme. Today, it is architecture that has to adapt to an increasingly large number of uses. Even when we talk about new inhabitants, in the past we used to talk about categories of inhabitants, everyone was part of a "tribe", people were "middle-class hippies" or "proles", everyone was categorised... These days, it no longer works, because we all belong to lots of different "tribes". It's the internet era, everyone's clicking. These days, you no longer have housing designed for one particular tribe. It has to adapt to the tribe we belong to at the age of 18 to 21, and then the one after that... Today, the aim is to be able to change without moving. Not to be obliged to move in order to find a new response to our needs. Architecture must make it possible to move from a student place to a family place... or to a workplace. And then tomorrow, it may be a public amenity. OK, the idea is perhaps slightly utopian, but within Europan it is one of the big challenges in the areas proposed. Because there is this question of timescale, people know that in 15 years something will happen that will completely change the uses or programmes. This architecture needs to be given space to evolve in order to accommodate different programmes.

These days, uses have changed. Places can shift between completely opposite functions, and that is the approach we are in. We simply try to anticipate to make sure that the shift in function is not costly and can be done simply. That is a real challenge.

Kristiaan Borret (BE): Now let's get to the identity topic. Let's start again with an example from the past, in Copenhagen. Neighbourhoods closed from Copenhagen centre, partly from the 1920's, 1930's, partly from the 1970's, are rather residential neighbourhoods. In the different urban form that we will build tomorrow in those left over spaces, what kind of local meaning, local identity will be introduced?

Lise Palm (DK): Our site in Copenhagen, is located in the northern part of the city and as you can see, it is a rather urban area. It is a lot of blocks of residential buildings. There is a lot of potential in this area as you can see on this overlook. And it is very close to the city centre. It is a clear structure, with squares, radial roads and crossing, but when you are in these streets you cannot see it as clear

Kristiaan Borret (BE): Is it an architect who will bring identity to this square? Or is it something else?

as on the map, and it is why we need something to make identity for those crossing streets.

Lise Palm (DK): Some of the problems in the area, in this neighbourhood, are mostly social issues. There is a lot of unemployed people, some buildings have a lack of architectural qualities. We need something to give a boost, a quality boost. What we are asking for, in the competition is to give an identity both to this square which needs some kind of idea to be redefined, and to the radial streets Copenhagen (DK) which connect to the station and the railway surrounding the area. This area is in a programme of neighbourhood development, which is supported by the government and the City of Copenhagen. The Europan competition and this project can support each other.

**Kristiaan Borret (BE):** Now on the same topic, let's move to Leeuwarden, Netherlands.

Werner Brouwer (NL): Thomas Sieverts talk about some shrinking population and in the northern Netherlands we also have the shrinking of population. But it has two other developments to come with it. One of it is that people who are inclined to a shrinking situation, they go back to the city because they want the facilities, and the jobs, and the theatres etc... So since in the region there is a shrinking in Leeuwarden, we have a lot of demand for houses. And the second one is the declining of the houses size due to demographic reasons or divorces for example. There is a claim for smaller houses and in the last 20-30 years they were not built. This is the reason why Leeuwarden still needs more houses. In total the site we suggest for Europan is a part of 6,000 houses programme in 25 years. How to make identity in such developments? We realized that making a site for 6,000 houses it is very difficult. So we try to find some solutions, one of the main solution is that the identity of the site is not only the value of the brisk. It is very difficult because we can find brisk everywhere not only in Leeuwarden but also in Amsterdam, or Paris... So we think that identity is a some kind of a feeling, and you can take it literally. We take all 6,000 houses in parts of 300 to 400 houses, and dividing them not only mean you take small parts, it also mean that between the parts you have to leave open spaces. This open space has a second goal, it is a sort of organic growth and now we try to make it in 2 or 3 years. So people that would come, I don't know if it is good to tell that in room filled with urban planners and architects, but please, «don't plan so much», leave open spaces! On the base of 300 houses, we want to make them around a central theme, we already have two of Leeuwarden (NL) them, one is the theme of health, but that doesn't mean that everyone has to be sick to live there,

but that the facilities are concentrated on the theme of health and the second one, was on the traditional building and original architecture. And here the site we have now, also has a central theme, you cannot see it on the picture but this part was taken out from the sea 1,000 years ago. So every time Leeurwarden wants to grow it made a leap across the channel and this is the last part we have to make this leap. So one of the main things here is the waterway. It is a place where you can get with big ships and go to the sea. So we try to make a mix from building and implementing the water. At last, to defined identity with small scales activities, to make some kind of historical feeling, for a special place. Like writing books about archaeology in this place. Small scale theatres are in the area, and also a drive-in movie theatre. Leeurwarden has a specific goal for carbon reduction in 15 years, all has to be 0 carbon extra lost. For example, the first thousand houses we make in this bigger area, they're all provide with energy, warmth and electricity from the big bio-digester. So we have to build every part, up like this.

Kristiaan Borret (BE): So you have the landscape for identity and sustainability for goal. Now you are going in Porvoo in Finland. The site is empty too and is along the river. The entire area will be developed in a mix quarter. What would you chose as an identity for the place?

Eero Löytönen (SF): It was really interesting to hear about all these interesting process and I am very proud to say that we have one of them too. I think that Porvoo is a special case in Finland. It is the second oldest city in Finland. We have a medieval city and wooden houses from 18e and 19e centuries. It is a very attractive city. The site is very next to the heart of the city, the historical city. The people of Porvoo are very proud of the image, living style and antic story of the city. That is why I am not at all worried for that question but of course it is a very big challenge for the planners, how to connect the medieval structure, or the traditional wooden buildings, in a attractive way with the new city housing for Finnish people. I have to explain a little bit that in Finland we also are knowing that kind of growing and shrinking cities. One part of the people wants to move out of the cities with Porvoo (SF their families and children, and live in the middle of woods in a post-rural way since the other part, mostly older people, wants to move in because they need services and facilities.

**Kristiaan Borret (BE):** So is this area is a place where people want to move in the city or to move in the nature?

**Eero Löytönen (SF):** Actually, both... Porvoo has to take care of all the people who are living there now, and those people need new flats and at the same time we try to be independent from Helsinki, to be not a depend neighbour. Today 80% of the people in Porvoo are working there too. They are not tending to Helsinki. But in the future we have that kind of possibility that the demand is growing all the time that why we need a real connection and it is not very simple in this topography. The challenge for the planners in Europan is how to fill this deficit for Finnish new or old inhabitants and at the same time, answer the local and environmental tropism.

Kristiaan Borret (BE): In Holland you are used to develop this kind of site very quickly. You make plan for thousands of houses. What would you advise in Porvoo?

Werner Brouwer (NL): I think I will compete in Europan!! I think a big advantage is that people want to go back to the towns centres. It is almost impossible to compete with this mental inflection. I think that it is not very simple to keep the people who want to be isolated and separated if you want to include them in the city. Maybe you should take them a little more out. I think it is important when the people want to come there because they want to go back to the city, that you have the facilities also very near, and that there is some resemblance with what they find attractive in the city. At first you said that people they needed flats, and I wonder if they find the kind of housing they desire, they would come back for.

Eero Löytönen (SF): We have some experience also that actual building can generate development of an area. And in this site we have the old rail station with old buildings and an attractive environment and I trust that it can create some kind of identity for the all area.

Kristiaan Borret (BE): Ingolstadt, Germany, is a former refinery that will be turn into a new neighbourhood. You have no historical building to keep there. You have no picturesque landscape. Will you use the older refinery as an image of the city? What would you do? What are you looking at for a new identity?

Renate Presslein-Lehe (DE): Ingolstadt is not a rich city. We have some rich citizens that is a big difference. We belong to the metropolis of Munich and we still are a growing city. So when I compare with other situations maybe one can say that at a first look, that we have an easier but I refer to you our economic basis is still based on the second revolution: oil industry. We have petrochemical industry and you can see the remains of this industry. And we have automobile industry as well. We are looking to the future and we think a lot about it. What would be the future for us? When you look at this site, there is no urban context. You were right there are no historical buildings there. But we have a demand of dwelling areas increasing at the moment. We have no need for old industries. You see that this area is between a business zone and on the other side to the east with the reserve of a very unique wooden zone, one of the oldest woods. We have a need of housing areas but we doubt that this area will be accepted by the population as a dwelling area. We also have still the problem of contamination of the soil and we also have to think that people want to live in urban structures. Ingolstadt (DE) They don't want to live between a business zone and a natural reserve. So we look at this site as an experimental field. We know that our society have needs for leisure and recreation. They want to im-













prove their quality of life. We have already started some transformation of this site. There is a football stadium of the Audi sport park. So it might be also all interesting development that this area is also providing recreation there. Or maybe the third revolution industry we don't know yet. I think that this is a unique site and if we give it identity it should be from the elements that are already there. The special landscape and these special buildings, I think that it is possible to keep some of these tanks and transform them into some special buildings. Half a year ago, there was a man who told me that he wanted to make a climbing stadium inside this tank. It is also an opportunity to make creative efforts to re-contaminate the soil.



Kristiaan Borret (BE): We started with projects which were very eager to be connected and to import global programmes, new businesses and new developments we end up with a kind of counter position project, the city of Selb, represented by Elmut Resch, is shrinking. Would you like to be more connected? Would you like to have a highway next to your city?

Elmut Resch (DE): The town of Selb is known as the town of porcelain, in Germany and perhaps beyond. In the 1980s, this town still had 8000 jobs in porcelain, out of the then population of 24,000. Today, there are 16,000 inhabitants and 600 jobs in the porcelain industry. This means that the town was single-structured and job opportunities disappeared all at once. And this traumatised the population, because everyone was directly or indirectly involved in the porcelain industry. It resulted in young families moving to other towns where there was work. Now that this process is over, net migration is virtually neutral. And there is even a shortage of housing, because not enough was built. Against this background, we cannot be content with an urban master plan, but need to go further. We have proposed the concept of an integrated town development plan, affecting all domains. As well as building houses, we have also considered the economy in general, social and technical infrastructures, the whole social sphere, and also the cultural field. We were convinced that it was only by thinking globally to develop a common strategy, that we can find a development plan for our town, starting from the situation we have outlined. The major problem is image. The town has lost its primary industry, and this masks the fact that other industries have developed since, that there are other opportunities for work in the town. And now we find that it is hard to find qualified people. There is a severe shortage of engineers and managers. These people have left the town, and the newcomers don't have qualifications, because the town has a poor image. That is really our main problem. We need to persuade the inhabitants to perceive their own town more positively, help them realise that there are prospects, we need to emphasise the qualities of the town. Of course, we can't compete with the big cities, nor do we want to, but we want to highlight our own assets, and make people in the town and outside understand that we have the potential to develop. We are going to concentrate Selb (DE) on these strengths and develop them. We want to improve this image within our network, show that we have values that cannot be found in the big cities. And this is also our objective within the framework of the Europan competition. Following our participation in Europan 9, we now have 3 projects in the process of implementation. What's more, they are remarkable projects, in the town centre, a new youth centre with an international youth hostel and a crèche. So this affects several areas: social relations, young people, housing and also economic development, and it is this connection that we are looking for in Europan 11, to show that there are advantages within the town. The aim is not to have a nice competition with no follow-up, but to build something new for the town of Selb from the winning projects. The objective is for people to come back to live in these towns, and it is entirely achievable.





Kristiaan Borret (BE): So we started this afternoon with big projects, big programmes, as planners, as architects, we use economic growth to make good cities and to solve local problems at the same time, in interrelated scales but we end up with a city with no growth, a shrinking city and I think it is one of the most essential issues for many projects in Europan in the future. How we, planners, or architects, can improve quality of life in the city with little or no, economic growth.