

european council of

town planners

conseil européen des

urbanistes

5th European Urban & Regional Planning Awards 2004

Results & Report of the Jury

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Foreword by Jan Vogelij, President of the European Council of Town Planners

The European Urban & Regional Planning Awards were inaugurated in 1990-1991 by the European Council of Town Planners (ECTP) strongly supported by DG XVI of the European Commission (now DG REGIO). The present Series is the fifth round, now entirely run and organised by ECTP and its member organisations.

The Awards are organised in two stages. The first stage is organised at national level by the associations of spatial planners in European countries; some already award a national prize for planning and use this to select candidates. This "national selection" then makes up the short list for the second stage of the Awards, at which winners of the European Awards are selected.

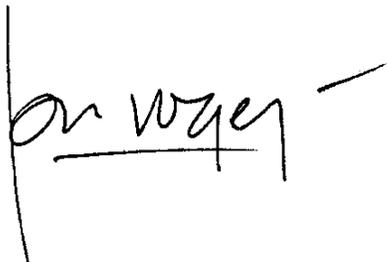
The International Jury for this second stage was chaired by Professor Max van den Berg of the Netherlands. The other members of the Jury were:

Miroslav Baše, Czech Republic
Marta Doehler-Behzadi, Germany
Rachel Kenny, Republic of Ireland
Andrej Pogačnik, Slovenia

ECTP would like to record here its warmest gratitude to the jury members for their hard work and commitment to the Awards. The results of their deliberations are recorded in this brochure. We are also most grateful to our Czech colleagues in Asociace pro urbanismus a územní plánování České Republiky (AUÚP ČR), who kindly made all the arrangements for the jury, organised their two meetings and were exemplary hosts. Particular thanks go to Vít Řezáč of AUÚP ČR who worked so hard as Secretary to the International Jury.

The results of the Fifth Awards once again demonstrate the importance of the Awards both as a means of exchanging experience and as a way to communicate the importance of the planning profession to a wider public. We hope that the results summarised in this brochure and the exhibition of projects entered for the Awards will further stimulate interest in our profession throughout Europe, and of course particularly in Prague, host of the jury meetings and the final Awards ceremony.

I congratulate the prize-winners and those who received an honourable mention, and commend their work to all who see it.

A handwritten signature in black ink, appearing to read 'Jan Vogelij', with a horizontal line underneath the name and a short horizontal stroke extending to the right.

Jan Vogelij
President of the European Council of Town Planners

The European Urban & Regional Planning Awards and their relation to Spatial Planning in Europe

As in previous rounds of the Awards, it is striking to note the similarities in issues, problems and solutions demonstrated in spatial developments in European countries.

Despite the rich diversity of governance cultures and the variety of ways in which spatial planning is legally embedded in national structures, the content of the issues addressed shows striking similarities.

Urban regeneration, protection of identity and local culture, restoration of polluted environments, brownfield development, sub-urbanisation, social disintegration and disconnectedness, specific problems in post-war city expansion and fragmentation of natural heritage are all apparent – in differing amounts – in European countries.

Differences in the way planners address these issues are strongly related to the possibilities and the limitations set by the legal system and the distribution of administrative powers.

The European Commission has no direct competence in planning, which is organised nationally. Nevertheless, many European activities relate to spatial development and spatial planning issues. For more than a decade, DG Environment of the European Commission has been active in the field of spatial planning with its “Sustainable Cities” programme. DG REGIO relates to spatial developments even more strongly through various programmes and actions. For example, the European Structural Funds, Interreg, URBAN and the European Spatial Planning Observatory Network (ESPON) all contribute to spatial development and planning on different scales.

In addition, the 1999 European Spatial Development Perspective (ESDP) from the European Council clearly favoured a spatial structure for the territory of the EU of 15 members. Subsequent developments such as accession of new countries, Interreg Spatial Visions and Studies, and the work of ESPON mean that this document now needs elaboration and modification.

In its Third Cohesion Report of 2004, the European Commission emphasised the need for territorial cohesion policy to join the long-accepted policy goals of social and economic cohesion.

All in all, therefore, recent developments clearly demonstrate the importance of spatial or territorial developments as a policy field to be addressed more specifically than in the past.

ECTP strongly favours this: spatial planning can be very valuable in exploring possible directions for development, identifying creative solutions and finding area-specific balance between the requirements of economic prosperity on the one hand and ecological and cultural well-being in future society on the other.

The Aim of the Awards

The European Union has been significantly enlarged since its inception. In May 2004 ten new countries joined the EU. And in the last two years the number of national associations and institutes belonging to the European Council of Town Planners has also increased, and further growth is expected.

This decisive moment in recent EU history also sets a challenge for planners: planning practice, too, is becoming more diverse. At the same time, we are all faced with the need for action in our environment. More people - more politicians and more planners - will be involved in the protection of our heritage and development of the space we occupy.

Spatial planning is vital for the delivery of sustainable development. In particular, spatial planning is prudent management of space, a critical natural resource which is limited in supply but with growing demands upon it. It requires multi-disciplinary teamwork involving different skills at various scales in long-lasting processes. The particular characteristic of the planning profession is its ability to take a range of issues into account and translate them into their spatial consequences on different scales to achieve sustainable development.

The European Council of Town Planners is aware of both the variety and the universality of the planning profession in Europe as it takes into account the rich diversity of its cities and regions. To publicise and disseminate recent examples of good planning and urban design practice and promote the importance of spatial planning, ECTP encourages planners to take part in the biennial European Urban and Regional Planning Awards. The Awards show the state of spatial planning practice in Europe and they demonstrate regional diversity in Europe as a positive item - a part of our much-loved cultural diversity.

The aims of the Awards Scheme are to:

- a) demonstrate to the general public, and to the planning profession in particular, successful and innovative planning projects and developments through which the quality of life of European citizens is enhanced and improved, socially, economically and environmentally
- b) promote the views, ideas and vision of the ECTP on the future of European cities and regions, as expressed in the New Charter of Athens, whereby conditions favourable to the promotion of sustainable development are created and enhanced
- c) illustrate the diversity and wide scope of planning activity today: in regeneration of urban and other areas, economics and leisure, transport and traffic management, as well as promoting social cohesion and enhancing cultural identity, to mention but a few
- d) demonstrate clearly the advantages of the participatory planning process, facilitated and enabled by professional planners, showing that co-operation between stakeholders, local authorities, development agencies and interested citizens can have a synergistic effect of benefit to all participants.

Report of the Jury

To evaluate the entries, a panel of qualified judges representing the planning profession was nominated by ECTP. The jury consisting of Max van den Berg, Miroslav Baše, Marta Doehler-Behzadi, Rachel Kenny and Andrej Pogačnik took into account the following criteria:

- a) application of the principles of sustainable development, for the enhancement of the environment and any recognisable social and economic benefit resulting from the achievement in terms of human well-being, greater safety or greater efficiency
- b) the originality and innovation of the achievement or approach
- c) the quality of the professional work involved in design, in the development of planning concepts or in the application of planning techniques
- d) the extent to which the scheme may serve as a reference for other work elsewhere or as a base for the development of further related schemes
- e) the role played by the planner as enabler or co-ordinator and the demonstration of added value brought to the project through the involvement of planners.

The manner in which the jury worked and debated each entry reflected the different backgrounds and different cultures of the jury members, the jury was nonetheless able to speak a common language and find a way to identify the merits of projects, reaching consensus on those which should receive awards. The jury showed that planners could cope easily with differences and harmonize their opinions when what mattered was the profession. The jury worked very positively, and enjoyed their experience and time together.

The Jury is grateful to ECTP and particularly wishes to thank the Czech colleagues in the Czech Republic association for town and spatial planning (AUÚP ČR) for the excellent organisation of both judging sessions which made the Jury's work so easy and pleasant. Vít Řezáč in particular was always on hand, organised everything superbly and looked after the Jury very well. Thanks to him, the meetings in Prague were stimulating and productive.

The total number of projects in the national round was 186, made up as follows:

Czech Republic – 5, France – 2, Germany – 99, Greece – 1, Hungary – 4, Ireland – 1, Italy – 2, Malta – 1, The Netherlands – 24, Slovenia – 6, Spain – 2, United Kingdom – 39

The selection process carried out at national level resulted in a short list of 26 entries from 12 countries delivered to the ECTP Jury. One third of the short-listed entries were from EU Accession countries.

Short-listed entries

No.	Association	Project title	Location
1	Malta	The Valletta Water Regeneration Project	Valletta
2	Greece	Orienting Athens to the Sea	Athens
3	Czech Republic	Husova Kolonie – Involvement of Residents	České Budějovice
4	Slovenia	New Recreational Park „BARJE“	Ljubljana
5	Spain	Ripoll River Park	Sabadell
6	Spain	Abandoibarra regeneration project and new southern railway line (OAVS)	Bilbao
7	Slovenia	Town-Planning Concept in Connection with Public Transport along the Corridor of the Light-rail Line Ljubljana – Kamnik	Kamnik
8	Hungary	Plan for Veszprem County	Veszprem
9	Hungary	Research on the Social, Economic and Environmental Effect of M6-M56 Highway	Hungary
10	Hungary	Pannonhalma „Váralja“ District Program	Váralja
11	Hungary	County Development Conception of the Veresegyház Microregion	Veresegyház
12	Italy	Peep S. Lucia	Faenza
13	Italy	The Old and the New Arsenale	Venice
14	Germany	Urban Restructuring: Workshop for the City's Future	Leinefelde
15	Germany	Theresienhöhe München	München
16	Germany	Child-Friendly Urban Renewal in Prenzlauer Berg	Berlin
17	Germany	Children as Project Commissioners	Darmstadt-Kranichstadt
18	United Kingdom	Millennium Link Project	Scotland
19	United Kingdom	Transforming the Ashby Wolds	North-West Leicestershire
20	The Netherlands	Masterplan Steigereiland	Amsterdam
21	The Netherlands	Redevelopment Northern Fringe	Groenlo
22	The Netherlands	Atlas of Cultural Ecology	Rotterdam
23	Ireland	Wexford Quay Front Restoration Project	Wexford
24	France	Re-development of former Naval Dockyard Site	La Seyne Sur Mer
25	France	New Form of Mobility in Urban Tourism	Nantes
26	United Kingdom	The Grainger Town Project: Informing the Planning Process	Newcastle upon Tyne

Assessment of the short-listed projects

The work of the jury was divided into two sessions, one on 26-27 March 2004 and the second on 5–6 June 2004. This timetable enabled the jury to select a short list of candidates in the first round and to decide on the winners in the second round.

All entries submitted by ECTP member organisations met the criteria set out in the Call for Entries. All entries were delivered in due time with the exception of the delivery of panels from France (where the national jury took place too close to the first ECTP jury session) and from the Netherlands, where there were difficulties with the Customs office in Prague. These issues were specifically discussed, and it was agreed that the provisional documentation available was sufficient for the first jury meeting; no entry was disqualified. All entries were available by the second jury meeting.

The entries exhibited many characteristics in common, such as the approach, techniques and methods; on the other hand, significant differences were observed, particularly in the regional and national culture of planning. Some entries placed emphasis on urban management and redevelopment, some on growth or improvement of traffic corridors. Sometimes the emphasis was on social cohesion and participation, while economic targets dominated other projects. The jury had to find a balance between these different but equally valid goals.

The jury regretted there were so few projects demonstrating the regional scale of planning issues.

The jury assessed the entries under the following category headings:

- Regional Plans
- Local Plans: New Development / Re-development
- Waterfront Projects
- Urban & Neighbourhood Management

The jury assessed the entries according to the following criteria:

- Professional skill: quality of the design work, planning techniques, presentation
- Originality, innovation and conviction
- Comprehensiveness: the way complex aspects of (spatial) societal questions were solved
- Problem solving: the planning process, participation, explanation
- Implementability and conviction
- The extent to which the scheme may serve as a reference elsewhere.

Awards and Special Mentions

Category	Award	No.	Entry Title
Regional Plans	Special Mention	7	Town-Planning Concept in Connection with Public Transport along the corridor of the light-rail line Ljubljana – Kamnik
	Special Mention	18	Millennium Link Project, Scotland
Local plans			
New Development	Award	20	Master Plan Steigereiland, Amsterdam
Re-development	Award	6	Abandoibarra regeneration project and new southern railway line
	Award	14	Urban Restructuring: Workshop for the City's Future, Leinefelde
	Special Mention	19	Transforming the Ashby Wouds
Waterfront projects	Special Mention	23	Wexford Quay Front Restoration Project
Urban & Neighbourhood Management	Award	16	Child-Friendly Urban Renewal in Prenzlauer Berg
Research	Special Mention	22	Atlas of Cultural Ecology, Rotterdam

Members of the Jury

Prof. Max van den Berg, Netherlands – Chairman of the Jury
Advisor Spatial Planning; retired member of the board of directors of the Province of Noord-Holland, Netherlands; past president of the International Society of City and Regional Planners

Prof. Miroslav Baše, Czech Republic
Architect, professor at the Czech Technical University, Faculty of Architecture, Department of Urban Planning and Design, Prague, Vice dean for Science & Research; lecturing in Regeneration of Historic Towns, Countryside Settlements, Landscape and Sub-Urbanisation

Mrs. Marta Doehler-Behzadi, Germany
Co-director, Büro für urbane Projekte, Leipzig, Germany; former member of the board of the German Planning Association SRL

Mrs. Rachel Kenny, Republic of Ireland
Senior Planner, Meath County Council; past president of the Irish Planning Institute.

Prof. Andrej Pogačnik, Slovenia
Professor of urban planning, University of Ljubljana, Slovenia, Head of Department, Head of Graduate Studies; planner and researcher.

Master Plan Steigereiland, Amsterdam

Amsterdam has a long tradition of construction on water. In past centuries, extensive parts of the IJ were filled in for future development of the city, notably leading to creation of harbour islands at the eastern end towards the 'Zuiderzee' (later the IJsselmeer). The islands in the eastern harbour district have now all been transformed into residential areas that are very popular on the Amsterdam housing market.

The direct connection between the city and both the IJmeer and the IJsselmeer was lost due to the construction of locks (Oranjesluizen) in 1872. The construction of IJburg east of the locks restores this connection.

The spatial programme for IJburg includes a mixture of functions to create a fully-fledged, multi-coloured urban area. It acknowledges that the life of the modern city-dweller is not always footloose, busy and anonymous, but that there is also a tendency to appreciate traditional values like living together in one place.

Though IJburg should be regarded as one neighbourhood, each individual island is intended to be given its own character and qualities. Two distinguishing characteristics are predominant in the identity to be developed for Steigereiland: the presence of large-scale urban and landscape elements, and the concept of self-commissioned housing. IJburg will be a mixed urban neighbourhood, including employment opportunities for 12,000 people. The relation between jobs and inhabitants can be compared to the 19th century neighbourhoods in the city.

As far as possible, jobs on most islands will be mixed in with housing. On Steigereiland this will be done in different ways: with small-scale workspace on the ground floor, a multi-functional building among the houses, and a small-scale industrial estate. This offers workspace to different kinds of businesses; businesses can start from home and grow further elsewhere in the neighbourhood.

The Jury said:

Amsterdam IJburg, a new multi-functional development in land claimed from the sea, integrates traditional and new approaches to solving the problem of land shortage. A residential complex of 18,000 residential units and 12,000 jobs is to be located within the IJmeer, an area of great natural value. Two key principles in the programme and implementation of the proposal are independence and opportunities for participation at the neighbourhood level.

The project was commended for its well-balanced approach, which takes into consideration all ecological, social and economical factors necessary for the success of the development. The project provides a good example of large-scale development fostering the creation of a vibrant local community while respecting the individual needs of residents. The scheme is a good example for the extension of cities on water.

Abandoibarra regeneration project and new southern railway line, Bilbao

The former industrial city of Bilbao is looking for a new multi-functional face. Since 1992, derelict industrial sites have been the subject of innovative redevelopment projects managed by a non-profitmaking enterprise, BILBAO Ría 2000 Ltd. The objective of the Company was to recover disused industrial land and add it to the general city structure, within the framework of new cityscaping plans drawn up by the Authorities. Port activity and related railway infrastructure also began to move beyond the estuary to free up more space for general city use.

The Abandoibarra Ametzola Southern Routing, known as OAVS, was the first major task taken on by BILBAO Ría 2000, and it provides a perfect synopsis of Company objectives. This operation combined work on the city and the railway systems to use available space to best advantage, using surplus land to improve the appearance of the city. Abandoibarra lies adjacent to the banks of the River Nervión. It is an area of 345,000 m² between the Guggenheim Museum and the Euskalduna Music and Conference Hall; the city's process of urban regeneration is gradually making it the cultural and business heart of Bilbao. Ametzola, formerly goods train stations, is now a residential area, with a new 36,000 m² park built over the old railway tracks. The Southern Rail Routing modified rail access from the left bank of the river to draw these areas closer to the city centre. The operation built four new stations and remodelled two more on the original goods route. This connected Bilbao's southern districts to the city centre and to the entire left bank of the Nervión. It also removed the physical barrier of the previous rail infrastructure, which ran along the river and made it impossible to provide a connection between the city and the banks of the Nervión.

The Jury said:

Abandoibarra is an impressive example of the creation of a new cultural and business district in the heart of the city with residential buildings, public facilities and open green spaces. Ametzola shows how the railway, formerly an obstacle, was reorganised and integrated. On the old freight route, the South Railway Transformation connects the city centre and the left bank of the river Nervión.

The jury was impressed by the outstanding strategic approach of this very complex city transformation. It overcomes structural barriers and creates new linkages. The spatial concept suits current and future needs. Its central location clearly enhances its importance for the rest of the city. The advantage it brings to the city is its contemporary and unified image, an essence of the whole territory based on a high quality of urban design down to the last detail.

The connection of social, economic and ecological aspects makes the project sustainable; the way it was implemented is an example for many other European transformation projects.

Urban Restructuring: Workshop for the City's Future, Leinefelde

Leinefelde is situated in a rural region in Thuringia a few kilometres from the former boundary between the German Democratic Republic and the Federal Republic of Germany. The town was developed between 1960 and 1989 from a village of 2,500 inhabitants to an industrial town of 16,500 inhabitants as a model town of socialist urban development. Offering housing and infrastructure to almost 14,000 people, the Südstadt was built close to the centre of the old village and near the workshops of the largest textile combine in the German Democratic Republic. The various construction steps demonstrated the current state of socialist house building in terms of urban and technological development. With the political changes in 1989 and the ensuing collapse of local industry, three-quarters of the jobs ceased to exist, resulting in unemployment, migration and depopulation.

Planning for stabilisation began in 1993; it soon transpired that that in the long term, only half the housing would be available to let, if the flats were adapted to the rising - and increasingly differentiated - requirements of future demand. From this, three local themes emerged to serve as guidelines for the development process. *Work*: Improvement of the employment situation by re-establishing commercial enterprise in new locations and on old industrial sites, improvement of locational factors for existing industrial companies and re-established businesses. *Living*: development into an attractive housing location by strengthening the solid infrastructural features, removal of housing over-capacity, enhancement of the remaining housing supply and development of high quality housing. *Nature*: Resource-conscious, sustainable urban redevelopment of high ecological quality.

These focal themes found their expression in the Framework Plan developed with all stakeholders in the urban redevelopment. The Plan - ratified in 1995 and updated twice – forms the basis for the process of urban redevelopment. Keeping the concept flexible is vital: first, the early stabilisation of sustainable housing is safeguarded by the strategy of selectively focusing enhancement investment onto a coherent core area, and second, it leaves room for manoeuvre for the extensive demolition measures needed at the periphery.

The Jury said:

Leinefelde is a unique showcase of the transition between the former model town for socialist urban development and the new economic and social context. With the political changes of 1989, the textile industries on which the town's survival was based were no longer viable; three quarters of the jobs and a comparable proportion of the population in the area were lost. The plan was to re-establish commercial enterprise on greenfield and brownfield sites within the town by encouraging and facilitating new enterprise and through relocation of existing industry where appropriate. The approach sought the demolition of sub-standard accommodation and the redevelopment and refurbishment of existing better quality housing, as well as providing new housing which would accord with 'good practice' urban design principles and reflect the need to provide different types, sizes and scales of residential unit.

The jury was impressed by the innovative - perhaps even bold - approach which shaped the Re-development Plan for the town. It was a practical and pragmatic way to tackle the problems in the area. At a time of uncertainty, the plan showed significant and positive vision for the future. It provided for development in a planned and comprehensive manner but was also flexible in its approach, allowing for changes over time.

Child-friendly Urban Renewal in Prenzlauer Berg, Berlin

As in the rest of Berlin, the birth-rate in Prenzlauer Berg had been declining dramatically until recently. This trend has been reversed and for two years now, birth rates in Prenzlauer Berg have been higher than anywhere else in the city. This "hip neighbourhood" is producing offspring, and urban renewal projects must be tailored to this development.

Prenzlauer Berg is one of the most heavily built-up areas in Berlin. The architecture and zoning structure dating from the late 19th century have largely survived, providing little space for facilities for children and young people; green spaces and playgrounds were scarce.

At first, pre-existing conditions were as unfavourable as could be: at the outset of urban renewal 10 years ago, there were hardly any playgrounds and green spaces at all. The few existing spaces were desolate, and with public funding in short supply there was little hope for redeeming this situation in the near future.

Child-friendly renewal of the neighbourhood is based on three elements:

Community identification: Only if there is active community interest can a project be developed and implemented that will endure in the long term. This starts with plans that take into account residents' needs, continues with their involvement in implementation and ends with schemes relying on community participation to make sure that public spaces are used and controlled, and to enable their long-term cost-effective maintenance.

A network of public spaces and facilities for children and young people: The scarce public open spaces must be developed in such a way that what they lack in quantity is made up for by high quality planning and implementation. Adaptive re-use of building has created new and original facilities that suit the wishes and needs of children and young people.

The role of the redevelopment commissioner: in Prenzlauer Berg the city government of Berlin appointed the S.T.E.R.N. Company of Careful Urban Renewal as Redevelopment Commissioner to take charge of organising and implementing the full urban renewal process.

Recent developments in local demographic structure suggest that the strategy is working. Meanwhile about 50 green spaces, playgrounds and facilities for children and young people have been created. Prenzlauer Berg is the only inner-city area in Germany to record rising birth rates. Families are returning to the neighbourhood, and town planners need to make them feel that they made the right decision.

The Jury said:

The aim of the urban renewal and management project/process "This City is for Children Too" was to improve the quality of existing desolate public space and make it attractive for use and play for children and young people. It encompassed the whole redevelopment process, including coordination of all agents and persons involved, public relations, communications, finance, monitoring, implementation and maintenance schemes. The process was comprehensive with emphasis on shortcomings in public spaces and full attention devoted to improvements with relatively modest design means. The project is a very good example of realistic planning practice. It is adaptable for similar spatial situations

all over the world in metropolitan historic neighbourhoods. The project is an excellent example of good governance, showing that the planning profession can contribute effectively to structural, spatial and social improvement. The planning method employed was particularly useful in eliciting rapid responses. The approach turned shortcomings in space into a high quality sustainable social environment.

SPECIAL MENTIONS

Transforming the Ashby Woulds

The Ashby Woulds in north western Leicestershire lies at the heart of the former Leicestershire Coalfield in the Midlands of England. Coal and clay have shaped the local environment and economy, until recently dominated by deep mining. The starting point for tackling the devastation facing the area was a study of the Ashby Woulds by consultants who put forward proposals to improve its image and environment, reclaim derelict land and halt population and economic decline. The key to moving to an agreed plan was the formation of the Ashby Woulds Regeneration Forum in 1992. Having reached a consensus about the future of the area and provided a strategic framework for its development, Forum partners carried out a massive programme of renewal that has brought far-reaching benefits. The Forum itself has played a key role in stimulating, facilitating and guiding the development of a range of regeneration and development schemes which have produced dramatic improvements to the environment, image and economy of the area.

The Jury said:

This plan gets a special mention for the thorough and daring approach to giving derelict land a new future. Interactive working with so many stakeholders in a Forum with overall responsibility is very promising. The years to come will show whether the innovation and implementation will endure.

Wexford Quay Front Restoration Project

In the 1980s Wexford Borough Council embarked on a major infrastructural engineering project to improve the water quality of Wexford Harbour and to relieve the town's low-lying areas frequently prone to flooding due to tidal backup. A new protective breakwater was found to be necessary to protect the quay and fishing boats from storm damage. The project provided an enabling facility for the construction of a new town-centre marina for leisure craft, which is currently being planned. A new linear space with an area of 24 hectares has been created by the project, parallel and adjacent to the main retail commercial core of the town. The Wexford Quay Restoration Project with its new amenity area has become a major year-round attraction for visitors to Wexford. Also, judging by its intensive use by the people of the town, it ensures the continuance of their historic relationship with Wexford Harbour and the sea beyond in a very positive and sensitive manner.

The Jury said:

This waterfront project aims to shift the importance of the sea-front from "city margin" to "city shop-window", and give the area back to the citizens. The careful townscape and use of materials are of high design quality. Connections with the town are well structured. The image will improve with growing trees and the addition of street furniture.

Town-Planning Concept in Connection with Public Transport along the corridor of the light-rail line Ljubljana – Kamnik

The principal aim of the project was renewal and re-design of the connection between urban development and the public transport system, especially the improved railway system as the combination of light rail and tramway planned for the Ljubljana region. Giving new life to the urban link is intended as the impulse for revitalisation and overall functional transition of the monotonous and low-density residential area. The approach is comprehensive at the regional level. It connects various planning groups, involving co-operation between the City Municipality of Ljubljana and other municipalities as well as work with numerous companies and the public. Taking into consideration sustainable aspects of city development and problems caused by motor traffic in the inner city, the solution to this issue is to diminish pressure on the centre by applying the decentralised settlement model.

The project is focused on three different planning levels, each designed in a way which promotes synergy to achieve the overall planning aim: the strategic orientation of the Ljubljana Urban Region, the northern part of the Ljubljana region (Črnuče - Kamnik) and the town-planning concept of the Kamnik agglomeration.

The Jury said:

With improved and existing infrastructure, comprehensive inter-municipal planning is presented in a skilful and convincing way. A new urban zone is smoothly added to an urban conglomeration. It is a good example of structuring small regions and of work in an inter-disciplinary team.

Millennium Link Project

The Millennium Link Project regenerated Central Scotland's principal Lowland Canals – the Forth & Clyde and the Union – and with new dedication to leisure and recreation, wildlife and heritage, provided the impulse for regeneration of a vast area. After ten years of planning activities managed by a partnership of local authorities along the Canal, the establishment of the Millennium Commission in the mid-1990s opened up the possibility of large-scale funding. Led by British Waterways, an ambitious £78m scheme was approved involving a complex partnership of funders. Despite a foreshortened construction schedule, the project was completed to deadline. The Millennium Link was formally opened on 24 May 2002. Then the crucial subsequent phase began: building on the partnerships established and creating a corridor of sustainable opportunity for Central Scotland over the coming years. The real benefits of undertaking the engineering will be new jobs from new canal-side enterprises, bringing vast areas of derelict land back into use, new tourism businesses along the corridor, leisure and tourist visits and promoting social inclusion.

The Jury said:

This project is on an enormous scale even for regional planning. It is daring to use waterways on such a scale as the spatial backbone for interesting social, economic and cultural developments. A most interesting and daring vision of the far future. The implementation will be tested over time.

Atlas of Cultural Ecology, Rotterdam

The Atlas of Cultural Ecology of Rotterdam is a first attempt to look at the city in a different way. It also strives to explain why certain developments occur in certain places in the city and what this tells us about the use of the city and urban life. This atlas should therefore not be considered just as a final result, as an image of the functioning of the city, but rather as a plea for a method. It is a plea for carrying out a similar investigation of each place (of substantial size) that is subject to design or development. There may be other indicators giving more information about the character of a specific place than the ones used in this atlas. The idea behind this atlas is to stimulate developers and designers to set to work with a feeling for the place, not to evoke the feeling of a certain place.

The Jury said:

We are accustomed to traditional surveys. This project shows innovative research that tries to take into account contemporary life and develop new ideas about the use and consumption of space. Town planners can be inspired by it and adapt it in their planning. It is a creative beginning of new research though much must still be worked out and implemented. A special mention is given for this outstanding and encouraging research work.

The European Council of Town Planners

The European Urban and Regional Planning Awards have been a feature of the European Council of Town Planners (ECTP) since it was formed in the mid-1980s. ECTP brings together at European level the national associations and institutes of spatial planners of Europe. They may be town planners or regional planners, or they may work at national or international level. ECTP's aim is to promote the profession of spatial planning.

ECTP has its registered office in Brussels and its secretariat is in London. The Council is made up of representatives of national associations and institutes of planners in the member countries of the Council of Europe and it meets twice a year. It is led by an elected Executive Committee.

The European Urban and Regional Planning Awards serve ECTP's objective of exchanging experience and promoting discussion between planning professionals in Europe.

Related activities include: organising seminars and conferences, some in conjunction with official European institutions and with other European organisations, producing publications and supporting the Permanent International Working Party which organises the European Biennial of Towns and Town Planners ("The Biennial").

In its "New Charter of Athens 2003", ECTP summarised the results of extensive discussions about the challenges to the planning profession with regard to urban issues. The New Charter is a strategic vision for the city in the 21st Century: The Connected City. Further activities of ECTP address the requirements of the profession with regard to the education of planners and the way the profession can achieve greater recognition at European level.

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