



**NeT-TOPIC**

**1<sup>st</sup> THEMATIC SEMINAR of NeT TOPIC**

**In Sesto San Giovanni (Italy)**

**Date: 20-21 May 2009**

**DRIVING FORCES OF URBAN COHESION**

Recovering abandoned and obsolete industrial areas and avoiding fragmentation and urban division in peripheral cities of metropolitan areas

**POSITION PAPER**

Before the start-up of the seminar, this "position paper" will circulate among all the participants in the seminar. This paper has been elaborated by the partners of NeT TOPIC. The position paper is a short and clear document that will have the function of a real "framework" to ensure a clear focus for the seminar.

The position paper was coordinated by Fernando Barreiro, lead-expert of Net TOPIC.

## 1. Introduction

In practice all cities belonging to NeT TOPIC suffer of fragmentation and lack of urban cohesion and territorial integration as a result of the road and railroads infrastructures that cross their areas. At the same time, their industrial background supposes the existence of areas and urban spaces that need to be recovered and reintegrated in the diversified and complex new post-industrial city model, if the city wants to find and develop a new city pattern, with more cohesion, identity and quality of life for their habitants.

Coming up from the analysis and from the remarks that took place during the development phase of Net Topic by all the involved cities, emerges the need of sharing experiences and reflections around the coherence between de practical interventions of urban transformation (as projects and plans) and the city model that is foreseen to be achieved. It deals with finding and answer to the following question: **are the implemented actions of urban regeneration effectively contributing to a new urban city model?**

The recovering and improvement of abandoned or obsolete areas, such as old industrial or mining areas, infrastructures and installations out of use, military equipment, etc., is a key issue. The assignment of these areas to new uses, from the point of view of a multifunctional city, and following the logics of the new strategic model, represents at the same time an opportunity and a difficulty since those areas and resources are quite often associated to problems of property and imply a complex urban qualification. However, the recovery of these areas for new uses, coherent with the identity strategy and the endogenous development of the city, represent an added value since these reassignments of use provide high visibility of the urban transformation planned.

The territorial fragmentation caused by roads or infrastructures networks that split territories within peripheral cities in metropolitan areas is the other key issue of these peripheral cities. We have to bear in mind that these urban areas have been configured as suburbs without internal cohesion, exclusively urbanized in function of the central city logics. This is a complex issue since it requires, in the first place, processes of change in the long term, in the framework of new process of metropolitan governance and in the second place, it also requires quite often investments that allow reducing the negative impact and the depth of the fragmentation, providing solutions of urban tissue integration of those cities split by metropolitan road and infrastructure networks.

During this first thematic seminar we want to focus the reflection and the debate on physical issues of urban transformation and mainly on recovering abandoned urban areas and transforming infrastructures that suppose a real fragmentation of the city.

Obviously, we are aware that it is difficult to isolate the physical issues from other aspects that are concerned with urban transformation. For example physical issues are strongly linked with social and economic issues and with the whole urban transformation of the cities.

Thereby this seminar is the opportunity to think about the links between physical transformations projects and the whole transformation of the city. Again: are the implemented actions of urban regeneration effectively contributing to a new urban city model?

## **2. A short presentation of the theme and its main trends, dilemmas and challenges**

One of the main issues that the seminar wants to tackle concerns with the **recovering of abandoned areas** with the aim of integrating them in a new urban model, in an integrated strategy of urban transformation.

“Abandoned” is a partial and debatable term, since many transformations involve the cessation of the previous activity (more or less “obsolete”, but that has been running to date). It must also be pointed out that abandonment refers to the kind of use and not to its property.

There are two main kinds of “abandoned” spaces:

Those spaces that have been used for economic activities that have become “obsolete”<sup>1</sup> at the post-industrial phase, regardless they are still in operation. Their transformation entails some complex problems (such as soil decontamination, dismantling heavy installations, compensations and relocation if needed, possible or apparent job loss, repercussion on the activity of other economic functions external to the transformed sector, etc.). In these transformation processes it is relevant whether the soil owners are at the same time the possessors of their economic activity; whether the original soil owners/ activities are the promoters or are involved in the future transformation; or whether the transformation operation is promoted by an agent external to the sector.

Those spaces defined as interstitial spaces that, due to the presence of traditional industries or heavy infrastructures (road, railways, ports, etc.), have not been occupied as a result of the influence of negative environmental & landscape externalities. Their transformation is easier than in the previous case. They can be soils that have remained expectant. It can be the case that investor or estate agents have previously acquired these soils waiting for a probable transformation. It can be also possible that this kind of interstitial soils has public ownership.

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<sup>1</sup> Note: several authors, among them Horacio Capel, have questioned the abusive use of the term “obsolete” in the definition of different urban and economic situations, as an argument-excuse to carry out transformations, without having objective criteria to determine the level of obsolescence of an activity or of an urban situation. Could we say if a soil or a use has become obsolete when replaced by another one that could produce more economic benefits? Or should it also be taken into account future strategic decisions, environmental, social criteria etc? ... Etc....

Even though these spaces tend to be small in extension and with strange forms, they can represent an important % of the sector as a whole. This fact can be both a detonator and an incentive for the transformation, since it can encourage the acting administration to carry out an urban use essential to mobilize the intervention.

Of course it is interesting to know the standards applied in each country regarding:

- a) Soil reservations for systems (green areas, equipment, roads, etc.),
- b) Cessations of urban use, reservations for subsidized housing, terms for mobility and environment, etc...

These are key themes to make possible the discussion and comparison of the transformations of the partner cities, but, at the same time, they also complicate quite much the work (compared legislation, etc.).... Therefore we should limit the scope.

It is also a key issue the formal and use proposal that involves the transformation: that it is to say, the result. Who, How and what will replace the previous uses and spaces.

As we already know, the transformation opportunity is materialized when it represents an economically viable operation for some operator. If there is no solvent operation, no matter how many obsolete areas there are, no transformation process will take place.

In the current context of crisis we should reflect on whether the transformation must be assumed by the public sector, as an anti-crisis element, or if it would be better to wait for better times.

As far as the **infrastructures** are concerned, there are some key issues such as:

1. The confluence of different scales to tackle the transformation; regional or national systems to be transformed according to the local logic. As a consequence, different points of view can collide when tackling the problem.
2. The transformation of the infrastructures must be framed within a process of general city change, which justifies the magnitude and the cost of the intervention. There must be a global project of the city that contextualizes these macro interventions. An error in the chosen solution is very dangerous since rectifications are very complex.
3. The ownership of the infrastructure, as well as the responsible of providing the economic resources, generally very substantial. A possible solution is to include the infrastructure transformation into a wider transformation sector so part of the resources achieved can be assigned to the inversion of the infrastructure.
4. Another key issue is the need to plan and program the works, usually quite extensive, in order to reduce as much as possible its impact on the citizenship and to ensure the basic running of the infrastructure.

In this framework of complex themes, the creation of ad hoc managing consortiums is a very useful instrument to boost and execute the works.

As it happens when dealing with any urban theme, the participation of the citizens in the transformation process is another key issue. How it is organized, materialized, when, etc....

### **3. Short presentation of current problems-solutions that the Net topic cities are facing and tackling.**

#### **L'Hospitalet (Spain)**

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In the city of L'Hospitalet (Spain) the local strategy is focused on the integration and restructuring of road en railroad infrastructures, through urban solutions as burying them. This process is already taking place and in an advanced stadium. The city focus is to identify and verify the key factors of urban intervention that can provoke significant changes in the city model. It has to be discovered which of these factors are crucial. It deals with understanding the evolution of the industrial city and with foreseeing the incidence of the different factors for planning in the frame of general processes. It also entails another key factor: that this new city model becomes visible and well perceived by the residents of L'Hospitalet. The city has to find a new place and a new function within the metropolitan area of Barcelona.

The main urban transformation processes which are currently being undertaken in L'Hospitalet, taking into accounts the social, economic, physical and territorial aspects, are:

- The integration of railway infrastructures consistent in the introduction of the high speed train with already constructed international track width (the Madrid– Barcelona line which will connect with France), in the tunneling and excavating of the lines of Spanish track width in local train lines and in the future construction of the Torrassa interchanger which brings together three railway lines and two metro lines.

- The transformation of the Gran Via motorway into an integrated urban avenue within the urban fabric of the city. This initiative has already been undertaken in its first stage and will connect large scale operations such as the Plaça d'Europa (housing and tertiary sectors), the extension of the exhibition area of La FERIA de Muestras de Barcelona (in its final stage of construction) and La Ciudad de la Justicia (a large site holding the courts of justice of Barcelona and L'Hospitalet which is already operative).

- The Distrito Económico Gran Via L'Hospitalet has been constructed around the entire area of the Gran Via thoroughfare as an area to attract and promote economic activity and large-

scale facilities. This activity district covers 400 hectares and offers a potential building area of some 2.2 million square meters

- Development of the Management Plan for Sustainable Mobility (2002) which established a road network designed as a public space for public use with extensive programs of subterranean car parks and public transport with a maximum level of intermodality.

After several years where the main challenge was the promotion of land for the construction of new housing, current tendencies and perspectives show that a new era is opening up in which, in addition to infrastructures (remodeling of the Gran Via and the construction of an underground route for the railway) which are still underway, a new priority is apparent. One which is centered on an impulse to develop areas for the generation of economic activity with a high added value as well as for the localization of new advanced tertiary activities (Biopol L'H, City Metropolitana, the provision of hotels, etc.) on the path to promoting the change from an industrial city with a peripheral character to a city which produces information and services, with an economic fabric more diverse and complex which has evolved from a mono-functional to a multi-functional city.

The fundamental urban problem of l'Hospitalet has been that of dealing with a non structured fabric, with construction and urban planning deficits, as well as with areas of land with functions and uses which are obsolete and/or inadequate to centrality and to the new phase of the economy and urban sustainability.

## **Siemianowice (Poland)**

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During its history, Siemianowice Slaskie was mainly a city of coal mining and steelworks. After the collapse of industry, the city was left with post – industrial and obsolete spaces. Those rests of what once created the image of Siemianowice, had become now in problems that lowered the life quality in the city.

To change the situation in 1998 Siemianowice City Council passed a resolution to create a local spatial development plan which would cover the whole area of the city – 2550 hectare. Local spatial development plan covered in a large scale a post – industrial area of coal mines and was meant to be a framework for further urban transformation.

.The changes introduced by the local spatial development plan enabled the start of a rev. Proc. respecting the local and cultural features of the areas However quite often the areas on the plan were fragmented and improperly described which required modifications i.e. building a sports complex on grounds formerly destined for industry.

The changes in local spatial development plan enabled changing the image of the city according to the main target of transformation – becoming a city of sports & green, which is the main strategy of Siemianowice for the future.

Still the main concern of Siemianowice City Council is to create a coherent spatial development plan, which could be a basis for logical arrangement of the area of the city. The City aims to design a plan that enables the combination different areas of sports, recreation, and culture, inhabited areas in entity, which would increase the level of life and improve the image of the city as much as possible.

Some assumptions of the plan already proved to be a good choice – renovation of post industrial grounds and transforming it into sports grounds and services areas already attracted private investors creating informal public – private partnership. The guidelines of local spatial plan also improve the decision making process in Siemianowice. Building permit in some cases may be issued within 4 weeks time.

Road system in Siemianowice is complicated and illegible. Roads sections are too narrow. The technical state of the roads and streets is often bad. The lack of indicated main roads leads to traffic concentration in city's centre – even in the case of through traffic. The solution may be building a bypass. Some roundabouts have already been built to decrease the traffic.

The city is fragmented by railroads, which create barriers in spatial planning. One of the main railroads in Siemianowice is 6 km long (only in the area of Siemianowice, the railroad is of national importance).

The challenge is to find a solution for the above problems to create a city of sports & green covered by a web of roads and railroads, which would ensure reaching the target of being perceived as a friendly city in terms of recreation, spatial planning along with traffic system, which would enable efficient use of city's potential.

## **Kladno (Czech Republic)**

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One of the most important tasks of our city hall was to create local conditions for a **restructuring and transformation of industry and trade in the town**. This represented some essential steps necessary to be made to change the approach of the municipal authorities - Kladno City Council and Board of Representatives.

The idea to rebuild areas and to find new places for modern industrial production is presented in The Ground Plan of the City Residential Area in Kladno, applicable until 2010. The research carried out in the Ground Plan proved a decline of employment in metallurgy. This is why new industrial sites for new economic activities had to be built.

The present ground plan counts with this: There are 45 hectares of appropriate areas for the development of production, therefore 28 hectares for typical industry and 17 hectares for a small - lot production and production services.

More new areas are prepared to be changed in the ground plan. More building sites for the development of business activities are described in this document, too. This ground plan observes also the possibility of industry restructuring in the large area of the old industrial zone.

## **Sesto San Giovanni ( Italy)**

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In the last decades of the 20<sup>th</sup> century, when the cycle of Italian heavy industry came to an end, the productive plants in Sesto San Giovanni were abandoned (Marelli, Falck, Breda, Pirelli plants covered about 2.5 millions square meters, the 25% of the whole urban area).

Facing this critical situation, since mid-90s, the City Council implemented different urban policies to reverse the economical and social decline of Sesto San Giovanni: many urban redevelopment programs on brown field areas, an urban plan and a service plan were approved. Promoting these programs, the city of Sesto experienced a multi-actor and multi-sector approach, involving public and private resources.

Through these programs about 1 million of sq meters of former industrial areas were cleaned and transformed, new investments were attracted and new jobs were created, partially succeeding in reconverting the city economy from heavy industries to service and high-technology activities.

Although the implementation of these programs, the city of Sesto San Giovanni still has to clean and transform the former Falck steelwork plants (about 2 millions sq meters), completing the transition from a nonfunctional industrial city to multifunctional city.

Moreover, the city of Sesto San Giovanni suffers, from a physical point of view, of fragmentation and lack of territorial integration due to the presence of the railway line, which roughly divide in 2 parts the urban area. This urban fragmentation is amplified by the presence of the Falck abandoned area near the city centre, which represents a sort of wall between the 2 parts of the town, and by the motorway system, which divides the urban area off the 2 regional parks: at the west of the former Falck steelwork plants the existing city centre, near the *Parco Nord* regional park, and at the east of the plants the existing city suburb (Piero Bottoni's garden city) near to a green belt which runs along the banks of the Lambro river (the *Parco della Media Valle del Lambro*)

The new strategic plan, the "Piano di Governo del Territorio", proposes to create an urban framework apt to transform the city from a fragmented factory-town to a prosperous urban community centered around a park system designed to foster new development and amenities (library, art museum...) while integrating and reconnecting Sesto neighboring communities.

The future Sesto San Giovanni in fact will be hopefully a prosperous city, but the downside of this image is the risk to create an expensive and selective city which excludes and rejects vulnerable groups. The challenge is to regenerate the city avoiding social exclusion,

marginalization and social polarization. New projects have to guarantee an overall enrichment and development of the town, with a better quality of building, public spaces and services.

## **Haidari (Greece)**

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The development of Haidari cannot be characterized, as uniform, functional and harmonious. The districts of the city were developed without centralized urban planning, rendering necessary the development of a revised central urban plan and the undertaking of corrective reformation wherever required. Additionally, it's necessary to improve and extend the local infrastructures.

Due to the city growth without following any specific, centralized, urban plan; residential, industrial, manufacturing, trade and administration aspects have been developed simultaneously with no clear geographical limits. Moreover, the five districts of Haidari were not developed in the same scale, resulting in high value and low value areas. Additionally, the existing city plans allow little free space for parks or recreation facilities.

The mixed residential, industrial, manufacturing, trade and administration zones in conjunction with the few parks, as well as the uneven development of the city districts are detrimental factors for the city function, its further development and environmental pollution.

The main characteristic of Haidari is that it is split in two areas by the National Road connecting Athens with Corinth for a span of 7 kilometers. In addition, Haidari is crossed by Iera Odos Avenue which is a busy highway connecting the south suburbs with the National Road. As a result, the urban web is fractured in a decisive way disabling easy access to the split areas.

This issue has three aspects:

1. Pedestrians cannot easily pass from one region to the other. Crossing the national road is time consuming and sometimes dangerous.
2. In order to overcome this issue the city council considers the development of elevated or underground bridges for pedestrians. The bridges will make crossing the National Road a safe and a less time consuming quicker process.
3. Vehicles cannot cross the national road either, facing traffic and traffic lights that favors the national road.

Two approaches have been proposed in order to react to this issue.

- The first approach is the creation of underground tunnels that cross the National Road. This will allow traffic on the important National Road to continue and lessen the time required to cross the street.

- The second approach combines the traffic issue with the issue of the few green areas. Thus, it is proposed that the National road will be transformed into an underground tunnel for several kilometers of its length. The crossing roads will remain above ground and the surrounding areas will be turned into parks and recreation facilities.

Both approaches are expensive and require the execution of extensive projects. In addition, their scope and cost are beyond the limits of the local authority.

The two parts defined by the National Road, are not developed in the same extent creating the picture of a two speeds' city.

Taking into account these issues, the city council has already completed one project, regarding vehicle movement, and considers undertaking three additional projects, focused on pedestrians:

1. The main boulevard of the quarter "Forest", which name is Papandreou, used to have traffic issues as it was the only crossing point of the National Road in the span of 2km. Crossing the National Road, by car, in that quarter required almost half an hour. In order to overcome this problem the Haidari City Council executed a project which led to the doubling of the road's width by placing the aerial power grid cables underground.

2. Footbridge at "Palataki"

This footbridge will be above ground beginning at "Palataki" and ending at Favierou Street. In order to undertake this project 2 supporting subprojects must be completed:

- a. Improvement of the infrastructure of Favierou Street.
- b. Restoration and enhancement of the foundations in the yard area of "Palataki".

This project will connect Grigorousa, St. George districts with Elaionas district.

3. Footbridge at "Anaplasia"

This footbridge will begin at "Anaplasia" and will end at the psychiatric hospital.

In order to undertake this project 2 supporting subprojects must be completed:

- a. Reconstruction of Anaplasia to support the foundations.
- b. Reconstruction of the hospital's yard.

This bridge will connect the districts Daphni and Haidari Forest with Profitis Ilias and Kanelion.

4. Footbridge crossing Iera Odos Avenue at the stadium "T. Charalampidis"

This footbridge will begin at the old police station and will end at the surroundings of the stadium. The building ground of the old police station must be expropriated in order to proceed with this project.

## **Sacele (Romania)**

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Sacele is a city that has been developed on its longitudinal axis. The main road that crosses Sacele, a national road called DN1A is daily crowded with trucks and cars. This road is also the one and only public transport line.

The current situation is contained in the "Long Term Development Strategy" of the City of Sacele

Sacele's main projects are as follows:

- Creating a ring road, at regional scale, that will ensure a highest mobility for regional transport and also a relieve of the intern traffic inside Sacele; in this moment the traffic inside Sacele is over crowded, affecting the buildings next to the road, the environment and the general state of the city and its inhabitants.
- Changing the central area of the city into a pedestrian area, like it used to be many years ago
- Realizing the sewage system and drinking water system, because at the moment, only 30% of the population benefit of these; this project is included into a bigger project, of regional importance
- Realizing green spaces where inhabitants can enjoy their space time and children can play in a healthy environment
- Purchasing ecological buses because at this moment the urban transport is "assured" with very old vehicles, some of them since de 80'; therefore, the urban transport may be included into metropolitan transport, in order to ensure an efficient mobility between different settlements in this area

Another matter that Sacele confront with is a social matter: a numerous community of roma population, most of them with poor conditions of living, without education, facts that leads to a higher delinquency in the area.

## **Nanterre (France)**

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Due to its localization near Paris and the business center of La Defense, the territory of Nanterre is strongly parceled out by infrastructures, highway and railway, which connect the Paris city centre to the Parisian West region and beyond. In addition to these infrastructures there is a resulting urban thinking which generated great mono-functional areas (industries, administrative city, university campus...), also contributing to the fragmentation of the territory.

Many projects aim today at reunifying the territory of Nanterre. This reunification needs dialogue, the constitution of new places and shared equipment; it also requires treating the infrastructures. The Operation of National Interest Seine-Arch, resulting from an agreement

between the City and the State, is the most important example: in a long term, instead of a highway initially planned into air, will be realized three kilometers of public spaces on the roof of the infrastructure, connecting the Seine to the Arch of La Defense and participating to create new links between the crossed districts.

Because of its privileged position and great potentialities of the territory (zones of activities, industries, infrastructures forsaken or oversized) the future of Nanterre is today again challenged by the State, which always sees the possibility of extending the district of business La Defense.

Rejecting the recommendations of the State, the city engages today in the construction of the 'project of Nanterre city', by taking into account the needs, wishes and the aspirations of inhabitants, but also of those which work and study in the city, in order to improve Nanterre but also to fully take part in the project of a more responsible and more sustainable metropolis. It is nearly 300 ha which will be build.

On these 300 ha, the railway and road infrastructures hold a dominating place. Strategic and technical studies are thus currently being made in order to consider their possible evolution within the project of the city under definition: reconquest, integration, scenography...?

Industries and zones of economic activities also represent broad areas whose reconversion is linked to the future and the identity of the city. As example, faced to the closing of the Fulmen factory, the city and its partners could work out some first answers through the implementation of the urban project "Center Sainte Genevieve".

### **The urban project "Center Sainte Genevieve", from an industrial brown field to an eco- district.**

The SEMNA (Société d'Economie Mixte de Nanterre), the local developer, entrusted the realization of the project Center Ste Genevieve in Nanterre. This urban development project aims at transforming an old factory site into a district of the city, primarily reserved for housing, in the continuity of the city center. Its characteristic lies in the will to integrate sustainable development approach into all stages of the project. Thus, social dimension (mixed housing, dialogue between local actors) and environmental dimension (development of renewable energies) are at the heart of the project.

The project relates to a site of approximately 5 hectares on which were established the old factories of automobile batteries Fulmen. Located close to the city center, the site takes profit from a good service road, public transport and a big land of 3.2 ha.

In addition to principles of construction following sustainable development criteria, this project, exemplary from an environmental point of view, must allow the installation of a process of housing heating unique in France. It is a question of using a system having largely proven reliable in Germany and Switzerland: to use the network of the used water as heat source. It will be about the first pilot site in France for the installation of such a system.

The Program includes the construction of housing (40% of social housing, 25% of 'encadré' accession, 35% of 'controlled' accession) answering strong environmental standards, the creation of public spaces and public equipments, as well as shops.

Demolitions works of the old factory and the deposit of the building permits for the first housing construction is now on going. Depollution work will intervene in the next months. The first deliveries of housings are awaited for 2010 and the end of the operation for 2013.

## **Barakaldo (Spain)**

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Barakaldo wants to present two cases of intervention in obsolete urban areas. One already implemented is that in the place of the former metallurgical factory Altos Hornos de Vizcaya, ANSIO. Other one is projected in the site of the former chemistry factory SEFANITRO, in Lutxana.

The place occupied in the past by ANSIO's factory is placed in the geographical center of the urban residential area.

Barakaldo's neighborhoods were settled in the perimeter of the factory that constituted for years an insurmountable barrier for his interconnection. That's why, once knocked down and depulted the site to the Municipality designed an intervention of mixed uses - residential, commercial and equipments - to transform that site into the link of union of those neighborhoods, fragmented, in addition, for the big infrastructures of access to the Metropolitan Bilbao.

But problems of governance and non local interests - especially those belonging to the territorial intermediate level (province) of the Diputación de Vizcaya - transformed that possibility of solving definitively the problem of fragmentation of our city in an urban operation that perpetuates this fragmentation: the construction of the BEC (Bilbao Exhibition Centre) in Ansio's site, occupying almost the same space of the former factory, displaced the uses foreseen by the Municipality to other areas that do not fulfill the necessary function of internal cohesion of the Barakaldo territory. Likewise this operation removed these activities (commerce, services and equipments) from the main itineraries of the public transport.

For this reason, Barakaldo needs complementary solutions to the traffic of the Ring Road already constructed, to improve the communication through public transport among the neighborhoods.

The existence of different projects of trams in the adjacent municipalities - Bilbao and Sestao-, already implemented or in planning - they make us think about this way of transport as our better option of communication and integration between the neighborhoods

It allows linking the new commercial district and traditional trade of the urban center and building links with the University of the Basque Country and other municipalities of the Metropolitan Bilbao. This strategy ensures the maintenance of Barakaldo's identity as the capital of the Left Bank of the Nervión River.

Regarding the other project, in June 2006 Sefanitro's factory stopped his production after 56 years of activity in Barakaldo. In May, 2007 it began hisdemolition.

The recovery of SEFANITRO's site is one of the biggest operations of major of the PGOU and the colophon of the process of Barakaldo's urban transformation from the former industrial city of the periphery of Bilbao to the new and modern commercial city strongly integrated in the Metropolitan Bilbao. It is not casual that this project is called Barakaldo: Door of Bilbao.

It deals with a big intervention of transformation of an industrial environment weighed in residential uses - free and protected housings - and tertiary uses, that implies the regeneration of his places assuming costs of decontamination and complementary works, as the burying of the railroad and the opening of an artificial arm of the river as a new urban component.

## **Salford (U.K.)**

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Salford's green space is a major asset considering its situation in a sprawling metropolitan conurbation. 60% of the area is green space. The east of the city, the 'Regional Centre', close to the Manchester boundary is undergoing focused regeneration projects such as MediaCityUK, Greengate and Salford Quays. The west of the city contains moss lands and communities which vary drastically in terms of housing type and wealth.

Within the city, the major routes in and out of Manchester can divide communities physically and prevent interaction. The linkages between communities in terms of public transport can be weak and discourage the movement of people between communities. West Salford is more rural than the heavily populated areas near to Manchester and can be isolated from employment opportunities by public transport availability, cost, reliability and speed.

Salford has been undergoing transformation for a number of years. There have been some clear successes in the city and the number of transformation projects that will be conducted in the future continues to grow. There are a number of organizations both public and private that are invested in the success of the projects being undertaken.

The main focus of Salford's transformation is Sustainable regeneration. The key is to approach regeneration holistically, addressing the physical, economic, environmental and social factors. Salford has many regeneration schemes underway involving many different

actors. These schemes are planned and financed in a number of different ways and aim to fit within the wider aims of sub regional, regional and national policy.

Perhaps the biggest concern for the city surrounds the cohesiveness of these projects and their effect on Salford as a whole. With so many large projects being undertaken throughout the city, the danger is that Salford's cohesiveness will be lost. The need to focus on the connection and interaction of separate communities is paramount. It is vital that the city, situated so close to Manchester, develops and retains its own clear identity to ensure that it finds its own niche that complements instead of competes with its larger neighbor.

**Summary of partner's urban position regarding the theme of the seminar**

<b>Partner city</b>	<b>Local problem</b>	<b>Implemented or planned project on physical regeneration</b>	<b>Urban strategic prospect</b>
<b>L'Hospitalet</b>	The fundamental urban problem of l'Hospitalet has been that of dealing with a non structured fabric with construction and urban planning deficits with areas of land with functions and uses which are obsolete and/or inadequate to centrality and to the new phase of the economy and urban sustainability.	The transformation of the Gran Via motorway into an integrated urban avenue within the urban fabric of the city. This initiative has already been undertaken in its first stage and will connect large scale operations	Understanding the evolution of the industrial city and with foreseeing the incidence of the different factors for planning in the frame of general processes. It entails a key factor that this new city model becomes visible and well perceived by the residents of L'Hospitalet. The city has to find a new place and a new function within the metropolitan area of Barcelona.
<b>Siemianowice</b>	During its history was mainly the city of coal mining and steelworks. After the collapse of industry the city was left with post – industrial and obsolete remaining of what once created the image of Siemianowice, nowadays however creating problems and lowering the life quality in the city. Road system in Siemianowice is complicated and illegible. Roads sections are too narrow. The technical state of the roads and streets is often bad. The lack of indicated main roads leads to traffic concentration in city's centre – even in the case of through traffic.	Renovation of post industrial grounds and transforming it into sports grounds and services areas already attracted private investors creating informal public – private partnership.  Local spatial development plan	The changes in local spatial development plan enabled changing the image of the city according to the main target of transformation – becoming a city of sports & green, which is main strategy of Siemianowice for the future.
<b>Kladno</b>	The city has to reuse the remaining area of industrial disused and polluted land now lying near the center of the town.	Strategy for economic development.  The idea to rebuild areas and to find new places for modern industrial production is	One of the most important tasks of our city hall was to create local conditions for a restructuring and transformation of industry and trade in the town. This represented

		presented in The Ground Plan of the City Residential Area in Kladno where the evolution is planned till 2010.	some essential steps necessary to be made to change the approach of the municipal authorities
<b>Sesto San Giovanni</b>	In the last decades of the 20 <sup>th</sup> century, when the cycle of Italian heavy industry came to an end, the productive plants in Sesto San Giovanni were abandoned (Marelli, Falk, Breda, Pirelli plants covered about 2.5 millions square meters, the 25% of the whole urban area).	<p>About 1 million of sq meters of former industrial areas were cleaned and transformed, new investments were attracted and new jobs were created, partially succeeding in reconvertng the city economy from heavy industries to service and high-technology activities.</p> <p>Although the implementation of these programs, the city of Sesto San Giovanni still has to clean and transform the former Falk steelwork plants (about 2 millions sq meters), completing the transition from an nonfunctional industrial city to multifunctional city.</p>	The new strategic plan, the "Piano di Governo del Territorio", proposes to create an urban framework apt to transform the city from a fragmented factory-town to a prosperous urban community
<b>Haidari</b>	The main characteristic of Haidari is that it is split in two areas by the National Road connecting Athens with Corinth for a span of 7 kilometers. In addition, Haidari is crossed by Iera Odos Avenue which is a busy highway connecting the south suburbs with the National Road. As a result, the urban web is fractured in a decisive way disabling easy access to the split areas. The districts of the city where developed without centralized urban planning, rendering necessary the development of a revised central urban plan and the undertaking of	<p>In the short term the priority to solve the urban fragmentation due to the national road, is the construction of the three pedestrian bridges at Palataki, Anaplasia and Iera odos Avenue.</p> <p>In the long term, it is foreseen the creation of underground tunnels that cross the National Road. This will allow traffic on the important National Road to continue and lessen the time required to cross the street.</p> <p>The National road will be transformed into an underground tunnel for several kilometers of its length. The crossing roads will remain above ground and the surrounding areas will</p>	<p>The preservation of the cultural identity and heritage of the city</p> <p>The balance and sustainable growth in order to avoid the formation of a two speed city. Avoid physical obstacles that divides the city</p>

	corrective reformation wherever required	be turned into parks and recreation facilities. In the short term the priority is, the construction of the three pedestrian bridges.	
<b>Sacele</b>	Transport infrastructure (A national road that crosses Sacele, It is daily crowded with trucks and cars) Environment infrastructure Unexploded opportunities for tourism development Lack of social housing and social exclusion of roma people Lack of location for economic activities.	Creating a ring road, at regional scale, that will ensure a highest mobility for regional transport and also a relieve of the intern traffic inside  Changing the central area of the city into a pedestrian area  Realizing green spaces  Purchasing ecological buses  Waste water net  Transforming roma neighborhood (Garcin)  New land for economic activities location	Long Term Development Strategy of the City of Sacele Increasing the economic power of Sacele through partnership with private sector.
<b>Nanterre</b>	Due to its localization near Paris and the business center of La Defense, the territory of Nanterre is strongly parceled out by infrastructures, highway and railway, which connect the Paris city centre to the Parisian West region and beyond. In addition to these infrastructures there is a resulting urban thinking which generated great mono-functional areas (industries, administrative city, university campus...), also contributing to the fragmentation of the territory.	The urban project "Center Sainte Genevieve", from an industrial brown field to an eco-district. This urban development project aims at transforming an old factory site into a district of the city, primarily reserved for housing, in the continuity of the city center. Its characteristic lies in the will to integrate sustainable development approach into all stages of the project. Thus, social dimension (mixed housing, dialogue between local actors) and environmental dimension (development of renewable energies) are at the heart of the project.	Nanterre is developing a "project for the town" to strike a balance between local and metropolitan ambitions. Increasing the mobilization of the people of Nanterre to highlight Nanterre's requirements more effectively.

<b>Salford</b>	The biggest concern for the city surrounds the cohesiveness of the projects and their effect on Salford as a whole. With so many large projects being undertaken throughout the city, the danger is that Salford's cohesiveness will be lost. The need to focus on the connection and interaction of separate communities is paramount. It is vital that the city, situated so close to Manchester, develops and retains its own clear identity to ensure that it finds its own niche that complements instead of competes with its larger neighbor.	The successful transformation of the former derelict Manchester Docks into the award-winning Salford Quays has been a catalyst for regeneration across the city. The BBC's decision to relocate some of its key departments to Salford Quays and the creation of MediaCityUK is clear evidence of this. Where family housing has fallen below national standards this has been recognized and new housing built with community engagement. A regeneration company has brought together City Council and other partners and developers to contribute to Salford's wealth and profile within northwest UK. There are several other major strategic initiatives for other areas of 96 square kilometers.	Establishing a clear and cohesive identity for the city of Salford through holistic regeneration governance: complementing rather than competing with Manchester. Ensuring that the existing strategies/ initiatives fulfill their missions. Identify through gap analysis possible opportunities and highlight areas of concern.
<b>Barakaldo</b>	The physical structure of the city is a complex one with separated communities by large constructed areas. Several of them were changed as industrial sites and new functions as services and equipments were implanted (Bilbao Exhibition Center – BEC). Despite these changes the fragmentation of the city didn't stop. Likewise the infrastructures (roads) that connect with Bilbao cross Barakaldo in several directions.	Metropolitan and regional logics and interests were predominant and allowed the construction of the BEC and the maintenance of the urban fragmentation in Barakaldo. The local project (droved by the Municipality of Barakaldo) consisted in the replacement of the old factory trough an urban development with residential, services and commercial functions creating an urban connection among the different neighborhoods.	Barakaldo need complementary solutions to the traffic in the Ring Road already built trying to improve the communication trough the public transport among the neighborhoods and with the commercial areas. The different projects of the tramway foreseen by the contiguous cities –Bilbao and Sestao-, are the best solution to restore an integrated city and to integrate Barakaldo in the Metropolitan Bilbao, building bonds with the University of the Basc Country and, finally, to maintain the identity of Barakaldo as the capital of the Left Bank of the Nervion river.

#### **4. Key questions to be reached during the seminar.**

This is not a closed list of questions that should be answered during the seminar. On the contrary it is a first list of issues proposed by several of the NeT TOPIC partners. It is opened to new questions and themes. Anyhow we need clear focus that allows positive and coherent discussions during the seminar, trying to achieve clear and profitable outputs at the end of the seminar.

- 1. How can we manage the confluence of different scales (governance levels) to tackle the transformation; regional or national systems to be transformed according to the local logic?**
- 2. How can we involve different actors and resources (economical, know-how...), especially private actors and resources, to tackle the transformation of abandoned areas? (For example, tax reduction, building benefit, bureaucratic time/process reduction...)?**
- 3. Which are the standards applied in each country regarding: soil reservations for systems (green areas, equipment, roads, etc.), cessations of urban use, reservations for subsidized housing, terms for mobility and environment, etc...?**
- 4. The participation of the citizens in the transformation process is another key issue. How it is organized, materialized, when, etc....? Can we imagine or foresee a deep participation of citizens in very complex physical transformation projects of the city?**
- 5. Are the transformation of the infrastructures and of the foreseen new functions of the recovered areas framed within a process of general city change, which justifies the magnitude and the cost of the intervention?**
- 6. What are the best practices, the most useful solutions of revitalization of obsolete grounds, that the cities could exchange (i. e. Building sports complexes on post – industrial grounds)? Can we make some recommendations, guidelines?**
- 7. What are the most effective financing systems and how to overcome different legal system barriers in EU countries? How can we use our knowledge to make the transformation easier in the whole Europe?**
- 8. What are the methods or experiences of the cities in producing coherent and integrated plans of urban transformation taking into account the idea of sustainable development?**

- 9. How to undertake a renovation of forsaken spaces (industrial brown fields and infrastructures) which can guarantee a balanced development of the territory, which does not produce a two-speed city between the new operations and existing ones? How can we guarantee an overall enrichment and development of the city, avoiding the risk to create an expensive and selective city, with problems of social exclusion, marginalization and social polarization**
  
- 10. How, in the processes of dialog, to make understandable the local and metropolitan challenges for inhabitants and users? How to mobilize them?**
  
- 11. Are the implemented actions of urban regeneration effectively contributing to a new urban city model? How can we measure this contribution?**
  
- 12. Are the already implemented physical transformations of the city playing a role in the creation of new poles of centrality or attractiveness at the whole metropolitan level?**