



XII

THE 2018 EUROPEAN URBAN AND REGIONAL PLANNING AWARDS

Airports, Cities & Urban Development

Creating our futures

ECTP-CEU

European Council of Spatial Planners
Conseil européen des urbanistes

PARTNER:



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WITH THE SUPPORT OF:



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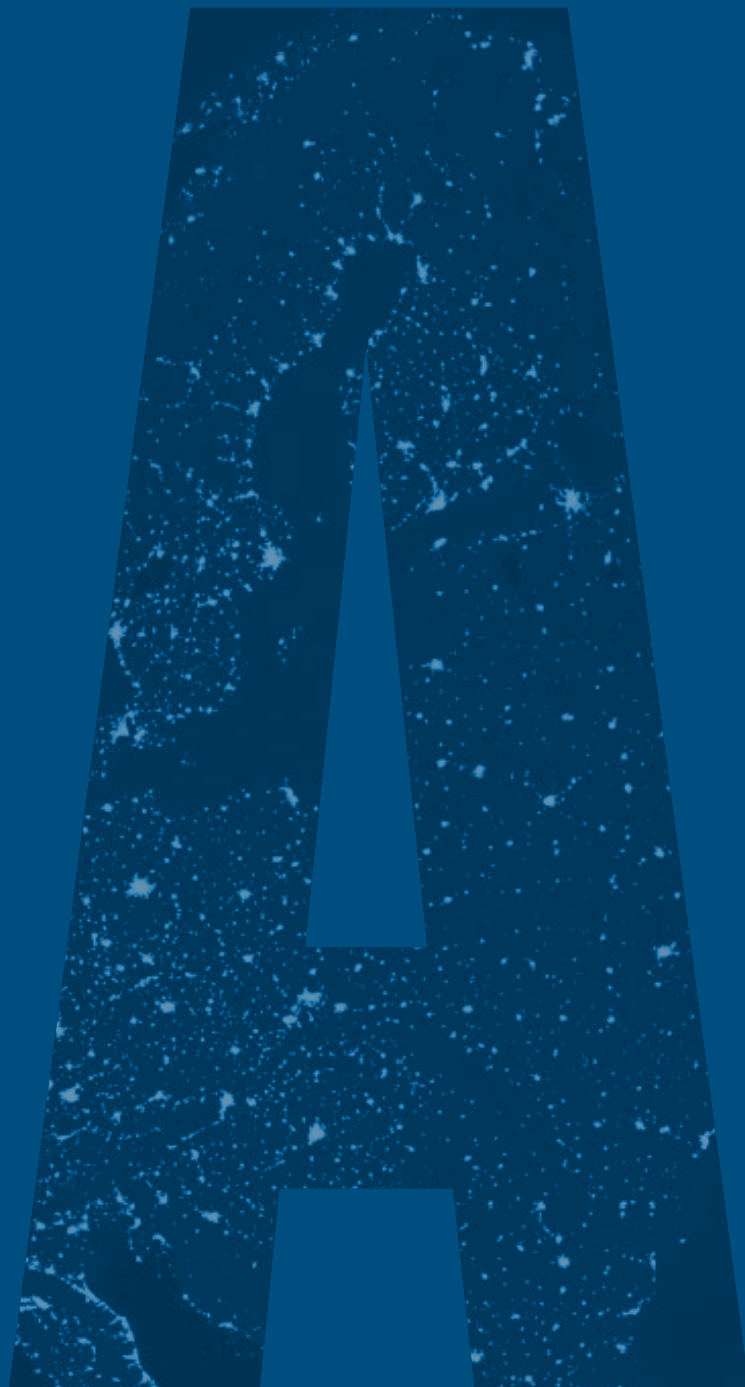
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INTRODUCTION

01. FOREWORD



IGNACIO PEMÁN

PRESIDENT OF THE
EUROPEAN COUNCIL OF
SPATIAL PLANNERS

The European Urban and Regional Planning Awards, organized every two years by the ECTP-CEU since 1990, provide a common framework for planning practice and rewards examples of good planning all over Europe.

The European Urban and Regional Planning Awards allow the European Council of Spatial Planners to promote the concrete implementation of the Charter of European Planning approved in April 2013 in Barcelona. This Charter provides a Vision for Europe's Cities and Regions for the XXI Century in the globalization context considering spatial planning as an essential approach to achieve cultural, social, environmental and economic cohesiveness.

For the first time, the ECTP-CEU has proposed a strategic theme oriented specifically on the articulation and integration between cities and airports, considering the increasing importance for the territories and focusing on the issues in strategic planning, sustainable mobility and energy efficiency.

Traditional design and airport planning considers the airport as an isolated infrastructure accessed by planes and passengers. But the design of airports, in which the city is in the centre and the airport on the periphery is changing to a model where the airport is at the centre and the city is developed around it; keeping businesses, enterprises and workers within the global market. Indeed, modern airports go beyond the traffic of aircrafts and provide commercial and industrial activities which often extend beyond the airport area. This new model –success-

ful, named as Aerotropolis by John D. Kasard- calls for a sustainable integration of airports into specific, urban and metropolitan planning. Therefore, the European Council of Spatial Planners has considered the importance of airport cities in the development of metropolitan areas and proposes to enhance planning experiences and prospective through the XIth European Urban and Regional Planning Award.

Through the XIth European Urban and Regional Planning Awards, the ECTP-CEU wishes to reward the best projects, realized or in progress, research and prospective, that show how new projects integrate airports in the development of cities, metropolises and regions.

This XIth European Urban and Regional Planning Awards 2018 organized -for the fourth consecutive time- with support from the Committee of the Regions of the European Union, is for this edition sponsored by Groupe ADP and supported by Fondation Metropoli. To all these partners, the ECTP-CEU wishes to express its gratitude for making this edition of the Awards possible.

My thanks to the members of the Jury and its President, Alfonso Vegara, who led the task of analysing the entries at Fondation Metropoli in Madrid in April 2018 and, finally thanks to Dominique Lancrenon, Honorary President of ECTP-CEU for her invaluable work in the coordination of the Jury, the Awards Ceremony and this publication.

Airports for cities and regions

We live in a world of cities. Cities are the new engines of the global economy, and at the same time they have the potential to be the main actors engaging the challenges of climate change and the struggle against inequality and poverty. The ever greater interdependence between cities goes hand in hand with increasing physical and digital connectivity.

We are living through an unprecedented digital revolution at the confluence of four megatrends, namely cloud computing, mobile devices, social networks and the application of artificial intelligence to Big Data. We have never had so much computing capacity, such ease of access to information or so many options for physical and digital communication, and this is changing the way people live, work, have fun, learn and relate. It is also changing politics, the economy, society and, of course, the cities, which now enjoy opportunities that did not even exist until quite recently.

If the past was shaped by periods in which the world was organized into empires and later into nation-states, in the future we will live more and more in a world of cities – a world of SuperCities.

Our planet today is organized by countries with its own frontiers and political independence, in the future cities will become the hubs of connectivity and interaction. The power of cities and its magnetism will be associated to its connectivity, physical connectivity provided by airports, ports, roads and trains, and also, digital connectivity. The interaction of cities and the

fluxes of information, ideas, goods and people is the expression of the economic, social, cultural and political cooperation.

The Europe of Cities and Regions is also facing unprecedented challenges. In this context of global interaction of cities, Airports are becoming one of the most relevant infrastructures of our generation. The interaction between cities and airports is a challenging task we need to face in this century with new ideas and creative solutions.

The XIIIth European Urban and Regional Planning Award considers the importance of Airport Cities in the developments of Metropolitan Areas. In this document, we will present specific projects for Barcelona and Dublin that can inspire other initiatives in Europe and around the world.



**ALFONSO
VEGARA**

PRESIDENT OF
FUNDACIÓN
METRÒPOLI

02. THE 2018 EUROPEAN URBAN AND REGIONAL PLANNING AWARDS

THE 2018 European Urban and Regional Planning Award is part of 25 years of history. It wants to be the reference of the quality of European Urbanism.

The European Urban and Regional Planning Award was initiated in 1990-1991 by the European Council of Spatial Planners (ECTP-CEU) with the close collaboration and strong support of the DG XVI of the European Commission (now DG REGIO). Since its sixth edition in 2006, the European Urban and Regional Planning Award has been entirely organized and managed by the ECTP-CEU and its member organizations.

The European Urban and Regional Planning Award selection is organized in two phases. The first is a National selection made by National Urban Planning Associations in European countries. In countries where a national prize rewards urban planners' projects, the European Urban and Regional Planning Award candidates are selected from among the winners of these national competitions.

Among the European Urban and Regional Planning Awards, notable territorial strategies for cities and regions can be mentioned:

In 2006, the Regional Strategy of the Basque Country was an example of application of the concept of "polycentric development" to articulate a city-region. This Strategy aims to manage urban growth in a sustainable way, not only for cities and the region, but also for the surrounding territories.

In 2008, the Cross-border Green Metropolis of Aachen, Liège and Maastricht, proposed a coherent territorial approach highlighting ecological and cultural issues.

In 2010, the Franco-Valdo-Genevois Agglomeration Project developed a methodology and a process of cooperation between various stakeholders, public and private interests, by challenging local authorities at different levels on both sides of the international boundary on the objectives of developing a compact city while avoiding anarchic urban expansion, and preserving its natural resources.

In 2012 the Madrid Heart Renovation Project, a revitalization project of the heart of a European Capital, proposed a conceptual framework to articulate the issues of culture, identity, history, social equity, and economic, climate and the environment. The interaction of scales between global climate issues and the operation of a metropolitan center was remarkable.

In 2014, the Territorial Development program of the Top Limburg, developed a new landscape of sustainable energy in the former coal mining through an experimental approach for the development and diversification of the production and distribution of energy. At the same time, the old mining landscapes were the subject of greening programs and of conversions into a park that was classified as a National Park, thus increasing the approval of the zone as well as its durability with a strong commitment of the citizen participation.

In 2016, the Strategic Development of the Grand Roissy, an approach that is based on the observation that the airport - imposed on the territory and long lived as a constraint - can become a considerable development asset for its residents. The actors of Grand Roissy have sought to develop this potential by clearly affirming an economic position linked to this infrastructure: while strengthening the traditional economic base of the territory (aeronautical, airport and logistics), they diversify it towards the economy of connectivity and international trade; of which air transport is the tool. These developments respond to the social and employment needs of residents and the metropolis.

Petter Wiberg played a special role in chairing the Jury during the last four editions of European Urban and Regional Planning Award: animation of jury members' work and publications management with the support of the City of Bergen.

These 4 editions were also marked by the partnership with the Committee of the Regions, which contributed to the work of the jury, and hosted the ceremonies of the European Urban and Regional Planning Award since 2010.

At the Leuven General Assembly in October 2017, ECTP-CEU proposed to Alfonso Vegara, President of Fundación Metrópoli, to assume the Presidency of the Jury and to strengthen the international visibility of the European Urban and Regional Planning Awards.

For the first time, the ECTP-CEU has proposed a strategic theme oriented specifically on the articulation and integration between cities and airports, considering their increasing importance for the territories.

Through this theme, it was a question of crosscutting the issues of strategic planning, sustainable mobility and energy efficiency.

The quality of the projects must meet the principles developed in the European Urban Planning Charter approved by the ECTP-CEU in 2013.

The originality and innovation of the realization or the approach must be highlighted, as well as the participation of the citizens in the integration of urban policies and proposals of durable solutions.

The aim is to highlight the quality of professional work in the design, communication, cooperation, and development of town planning concepts or in the application of planning techniques directly related to Sustainable Development.

Valuable projects can then serve as a reference for other projects.

Effective engagement of urban planners with social groups, politicians and local actors leads to greater awareness and support for Sustainable Development.

A. Introduction

The long-term prospective approach in the context of airport development today is set in a context of considerable growth: By 2030-2035, air traffic is expected to double, from 3.5 billion to 7 billion passengers around the world.

The challenge of urban integration is very strong: very often the conception of the airport has been fragmented in the space around the cities, leading to breaks and nuisances for both local residents and users.

The evolution of possibilities to better take into account the issues of urban, ecological, social, economic and cultural continuity is considerable and opens up very significant opportunities for progress.

For this edition of the European Urban and Regional Planning Awards, the jury analyzed 3 finalist projects:

- POPRAD - SLOVAKIA - Tourism Development Project
- DUBLIN - IRELAND - Airport Central Renewal Project
- BARCELONA - SPAIN - Airport Real Estate Master Plan

Barcelona from the air.
Photo: Fundación Metrópoli

Dublin.
Photo: Roberto Taddeo



03. THE EUROPEAN COUNCIL OF SPATIAL PLANNERS

The organization has its roots back in 1978 when a group of planning professionals started a 'Liaison Committee for Town Planners in the EEC' to advocate professional recognition of planners at European level with the aim of furthering the free movement and the right of establishment of the profession in all Member States. When the European Commission decided to not establish a Directive on regulating the town planning profession, the national associations of the 'Liaison Committee' decided to sign an International Agreement and Declaration on 8 November 1985 in Amsterdam, which was the founding charter of ECTP-CEU (European Council of Spatial Planners - Conseil Européen des Urbanistes). In 1989, the barriers for a real European dimension of ECTP-CEU fell down, opening up to many new member organisations. An important step was also made at the turn of the century, enlarging the organisation's focus from 'town' to 'spatial' planners.

ECTP-CEU Today

As an umbrella association, ECTP-CEU brings together 24 professional spatial planning associations and institutes from 22 European countries as well as corresponding members, representing over 30.000 planners in Europe.

Today, ECTP-CEU is engaged in a wide variety of activities, all centred around planning practice in Europe. These activities are mainly to be situated within three pillars:

1. Common European Planning Principles.

Our basic principles which should guide planning throughout Europe have been developed in a set of published basic documents. The two most important ones are:

- The Charter of European planning containing a Vision (part A), Commitments (part B) and Role for Planners (part C)); and
- The European Charter on Participatory Democracy in Spatial Planning Processes

Linking these principles with the planning profession is done through the Qualification Recognition Working Group.

2. Planning Practice.

Within our professional network, experience on planning practice and typically important issues are shared. Several working groups have been promoted in various ways, the Young Planners Workshop being the most important and active one. The two-yearly European planning awards and the Biennial of Towns and town planners are excellent fora to present good European planning practices.

Young Planners of 2017
PHOTO: Julian Hills



3. Planning Representation

Representation on a range of different organisations has been an increasing area of activity within ECTP-CEU. We closely cooperate e.a. with The Committee of the Regions of the European Union; The EU Network of Territorial Cohesion, NTCCP (Network of Territorial Cohesion Contact Points), ESPON (European Spatial Planning Observation Network), COE (The Council of Europe); European Heritage Alliance; AESOP (Association of European Schools of Planning), IFLA-E (International Federation of Landscape Architects), INTA (International Urban Development Association), ICOMOS (International Council on Monuments and Sites), ISOCARP (International Society of City and Regional Planners), IFHP (International Federation for Housing and Planning), UN-HABITAT (United Nations Habitat), FIU (Federación Iberoamericana de Urbanistas), WTPD (World Town Planning Day), GPN (Global Planners Network).

ECTP-CEU membership

ECTP-CEU is composed of full members (European national planning institutes & associations) and corresponding members such as regions, municipalities, faculties, associations related with urban and regional planning, planning offices, and planning research organizations. With the exception of voting rights at the General Assembly, corresponding members also participate in all ECTP-CEU activities.

ECTP-CEU Executive Committee

President: Ignacio Pemán Gavín (AETU); Secretary-General: Joris Scheers (VRP); Vice President & Treasurer: Michael Stein (SFR); Administrators: Janet Askew (RTPI); Henk van der Kamp (IPI), Vladan Djokic (RS).

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04. ADP GROUP

ADP Group's ambition is to become a world leader in the design, construction and operation of airports.

Europe's second largest airport operator with more than 97 million passengers in Paris, the Group ranks among the world's top three with 23 airports managed directly or indirectly internationally, which welcomed 240 million passengers in 2016. Aéroports de Paris implements, as of January 1, 2016, the 2016-2020 economic regulation contract concluded with the State and its Connect 2020 strategic plan: a plan to serve customers' satisfaction, the competitiveness of the aviation sector, and the attractiveness of territories; a plan that opens up new opportunities for employees to develop and pursue their career. Paris Aéroport, the brand new destination for travelers, and its signature "Paris loves you" underline the desire to contribute to the attractiveness of Paris airports with a unique welcome and services. Trust, commitment, audacity, openness: ADP Group teams rely on shared values to innovate, grow and create a dynamic of success that benefits everyone.



Charles De Gaulle Airport
Photo: Jean-Marc Jouanneaux

←  **K21** à **K43**

 **K45** à **K54** →

Year	Country	City	Score	Rank
1988	United States	Los Angeles	100.00	1st
1992	United States	Baltimore	99.50	1st
1996	United States	Atlanta	99.00	1st
2000	United States	Sydney	98.50	1st
2004	United States	Athens	98.00	1st
2008	United States	Beijing	97.50	1st
2012	United States	London	97.00	1st
2016	United States	Rio de Janeiro	96.50	1st
2020	United States	Tokyo	96.00	1st
2024	United States	Paris	95.50	1st
2028	United States	Los Angeles	95.00	1st
2032	United States	Baltimore	94.50	1st
2036	United States	Atlanta	94.00	1st
2040	United States	Sydney	93.50	1st
2044	United States	Athens	93.00	1st
2048	United States	Beijing	92.50	1st
2052	United States	London	92.00	1st
2056	United States	Rio de Janeiro	91.50	1st
2060	United States	Tokyo	91.00	1st
2064	United States	Paris	90.50	1st
2068	United States	Los Angeles	90.00	1st
2072	United States	Baltimore	89.50	1st
2076	United States	Atlanta	89.00	1st
2080	United States	Sydney	88.50	1st
2084	United States	Athens	88.00	1st
2088	United States	Beijing	87.50	1st
2092	United States	London	87.00	1st
2096	United States	Rio de Janeiro	86.50	1st
2100	United States	Tokyo	86.00	1st

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City	Population	1990	2000	% Change
100 Birmingham	249,000	216,900	235,000	+14%
101 Los Angeles	369,000	310,000	375,000	+21%
102 Philadelphia	191,000	162,000	177,000	+9%
103 Cleveland	179,000	150,000	165,000	+10%
104 Portland	58,000	50,000	57,000	+14%
105 Seattle	55,000	46,000	54,000	+17%
106 San Jose	26,000	22,000	26,000	+18%
107 Denver	29,000	24,000	28,000	+17%
108 San Antonio	14,000	12,000	14,000	+17%
109 San Francisco	34,000	29,000	33,000	+14%
110 New York	35,000	30,000	33,000	+10%

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bon voyage
have a nice trip / buen viaje

have a nice trip / buon viaggio



05. FUNDACIÓN METRÓPOLI

The Fundación Metrópoli is an international institution born in 1997 at the University of Pennsylvania oriented to create and share innovation in the field of cities and territories. The Ecobox is the headquarters located in Madrid. Different activities are developed such as:

Research Programs. Proyecto CITIES is a global research project focused on 20 cities from five continents developed by Fundación Metrópoli in collaboration with a network of cities, universities and research centers. The selected cities for this first phase of the research are innovative and with an open attitude to collaborate and share their experiences with other cities around the world; they were the following: Toronto, Boston, Philadelphia, Miami, Monterrey, Medellín, Curitiba, Montevideo, Santiago de Chile, Dublin, Bilbao, Windhoek, Cape Town, Dakar, Riyadh, Dubai, Hong Kong, Shanghai, Cebu, Singapore and Sidney. Proyecto CITIES evolved towards a permanent laboratory of research including other cities such as Moscow, Mexico City, Casablanca, Yokohama, and new polycentric territories like Urban America 2050, the European Diagonal, the Malacca Straight Diagonal in Malaysia or the Digital Diamond in Colombia in collaboration with Microsoft.

Urban Excellence Programs. Mayors Institute; Fellowships on Advanced Urban & Regional Studies; Art & City programs; Learning from Cities; Publications; International Events; Strategic Partnerships with universities and cities; Strategic Partnerships with enterprises to push innovation in the intersection between technology and territory; etc.

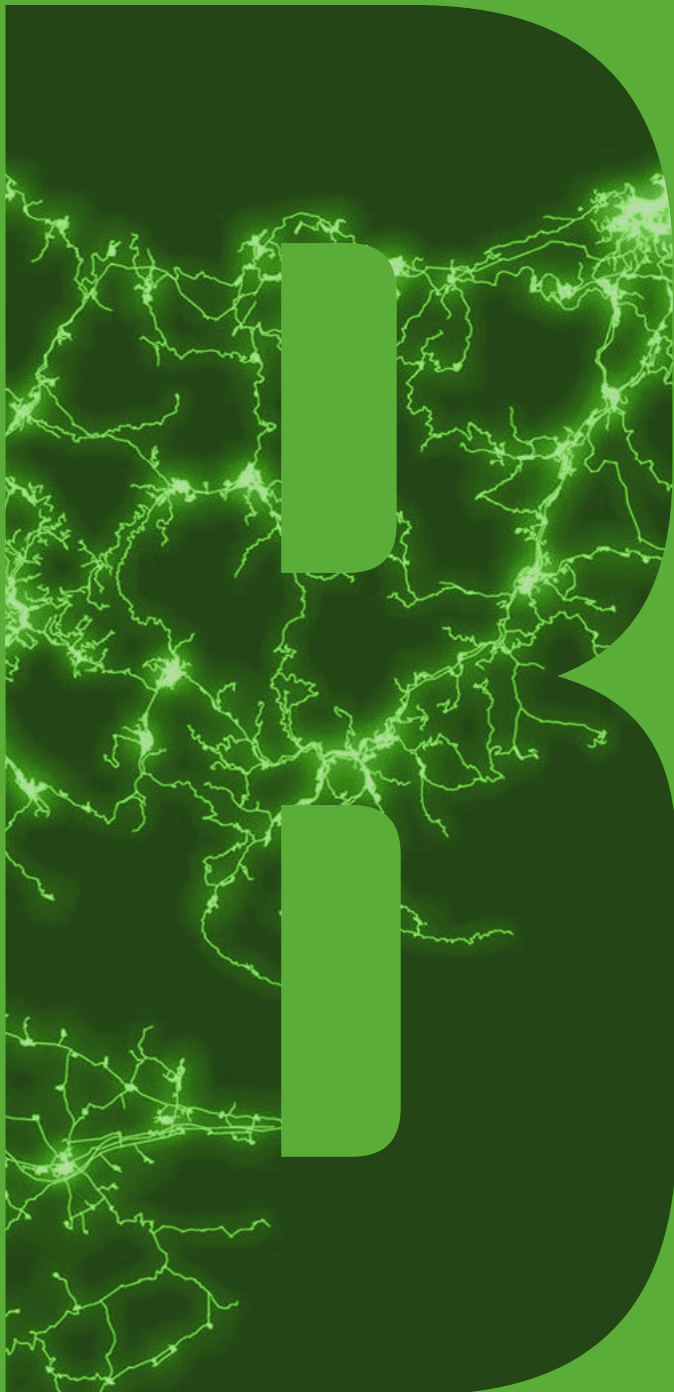
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Sculpture inspired by the FUNDACION METROPOLI logo. Fernando Pagola & Carles Valverde



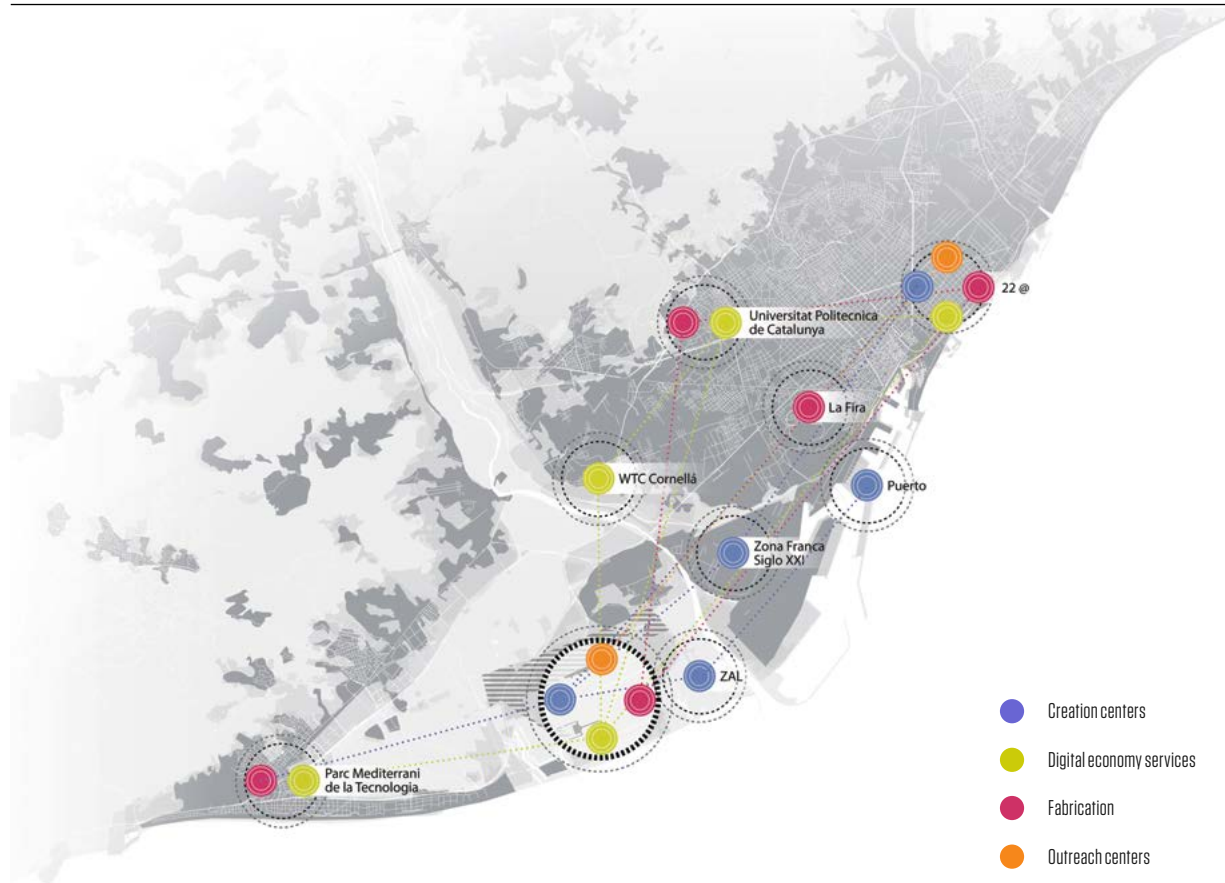


- 06. BARCELONA-EL PRAT AIRPORT REAL ESTATE MASTER PLAN
- 07. DUBLIN AIRPORT CENTRAL



SELECTED PROJECTS

06. BARCELONA-EL PRAT AIRPORT REAL ESTATE MASTER PLAN



General Information

Location: Barcelona, Spain

Represented authority: Aena

Planning Concept: Arup

Planners in charge: Flavio Tejeda, Susana Isabel

Site extension: 542 Hectares

Project Summary: Expanding horizons at Barcelona-El Prat airport

It has long been clear that transport links can stimulate the economic development of areas surrounding airports. These spaces can become the engines of regional economies, providing fertile space for new businesses and retail opportunities for local and regional populations. This master-plan helped Aena, the largest airport operator in the world by number of passengers, look beyond the terminals at the potential economic, cultural

and sustainable opportunities afforded to the Barcelona whole community. This emergent airport model includes an integrated airside-landside infrastructure management along with access infrastructure plans, within a context of technologic transformation, environmental conservation requirements, global connectivity and the rising importance of attracting and retaining human capital.

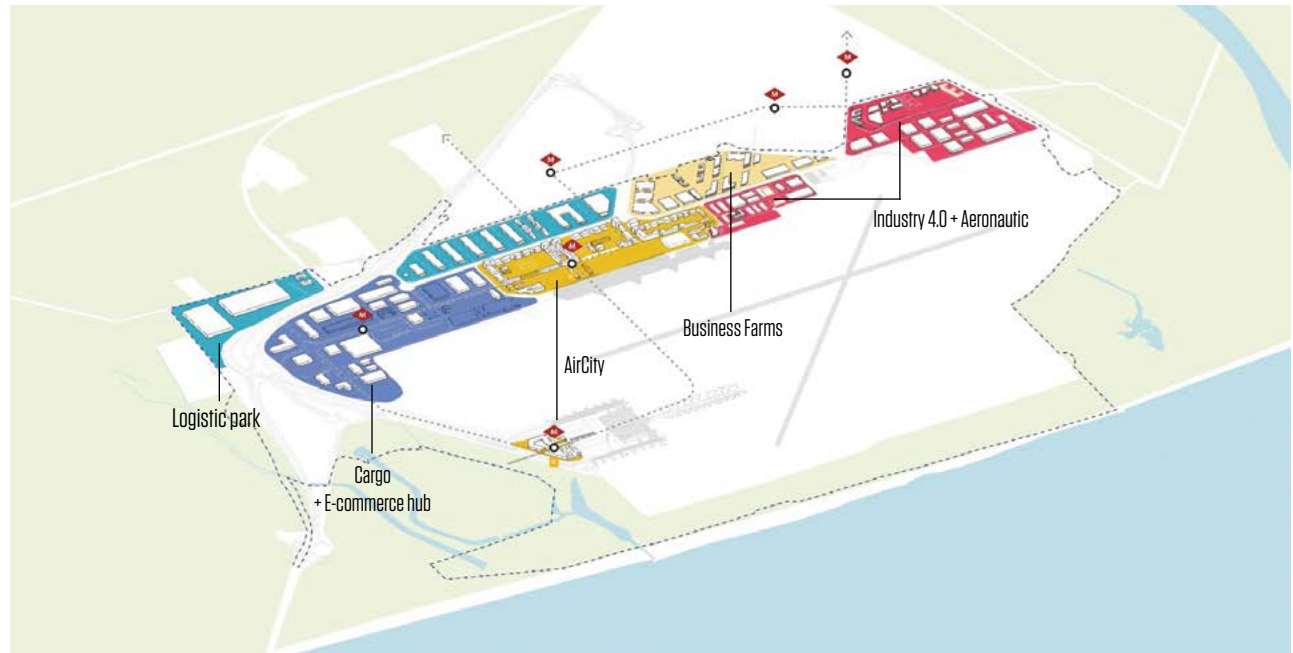
Barcelona-El Prat Airport will become an innovative digital commerce, services and economy hub, consolidating its role as the gateway for innovation in the Mediterranean Arch.

The development will respond to the global trend towards the knowledge economy, and the digital revolution, and it will contribute to the strong identity of Barcelona reliant on an open society, environmental valuable assets, urban design quality and innovation.

Creating city for the digital revolution

The strength of the project is the ability to capitalize the benefits of the digital revolution in a planning proposal that is fully tailored to the Barcelona Model. Five innovative districts, each with their own character and focus, respond differently to the nuances of these new economic trends:

B. Selected Projects



Cargo + E-commerce hub

E-commerce business eco-systems with facilities optimized to efficiently handle cargo and distribution processes through the application of robotics. Large plots, less parking, higher storehouses, high infrastructural resilience and high security levels. Attraction of supplementary high value activities such as commercial space, R&D and data centers.



Logistic park

Flexible design to allocate different distribution models such as mega e-fulfillment centers and cross-docking. Comfort in the center of design including facilities for drivers, workers and

users. Environmentally sound design, with low greenhouse gas emissions and high electrification models.



AirCity

Reinventing the land side of the airport terminal. Compact mixed-use development connected and integrated with the terminal activity as an extension of its commercial space, retail and hotels. Maximum public transport accessibility.



Industry 4.0 + Aeronautic

A technological platform. A hybrid space of research, production, market launch and distribution. Thought to serve as a living



laboratory of the advanced activities developed in the airport, including digital services and aeronautical activities.



Business farms

Innovative model of intensive knowledge based economy where wellbeing and quality of life are at the centre of the design. A design thought to attract the talent of the creative classes who, as a result of the technological revolution, have complete flexibility to choose where to work and live. This space, fully integrated with the agricultural land of the Delta del Llobregat, will offer the slow life environment typical of the small town of El Prat together with the huge benefits of close access to the beach.

The goal is to create truly human centric approach, designing at the right human scale, that represents the values of the community of Barcelona, a city known for its creativity, quality of life and love for design.

Strategic approach to spatial planning

Spatial planning has become a huge challenge in the global rapidly changing context. A physical solution thought at one given time is requested to adequately respond to the needs of the long-term future. The truth is that it is no longer possible for territories to anticipate paradigm changes, which makes it essential to develop the capacity of quick adaptation and response. The recent global economic crisis has been an

B. Selected Projects

unpleasant example of the potential negative effects.

Two main drivers have shaped our approach to the spatial planning in Barcelona: feasibility and flexibility.

Feasibility

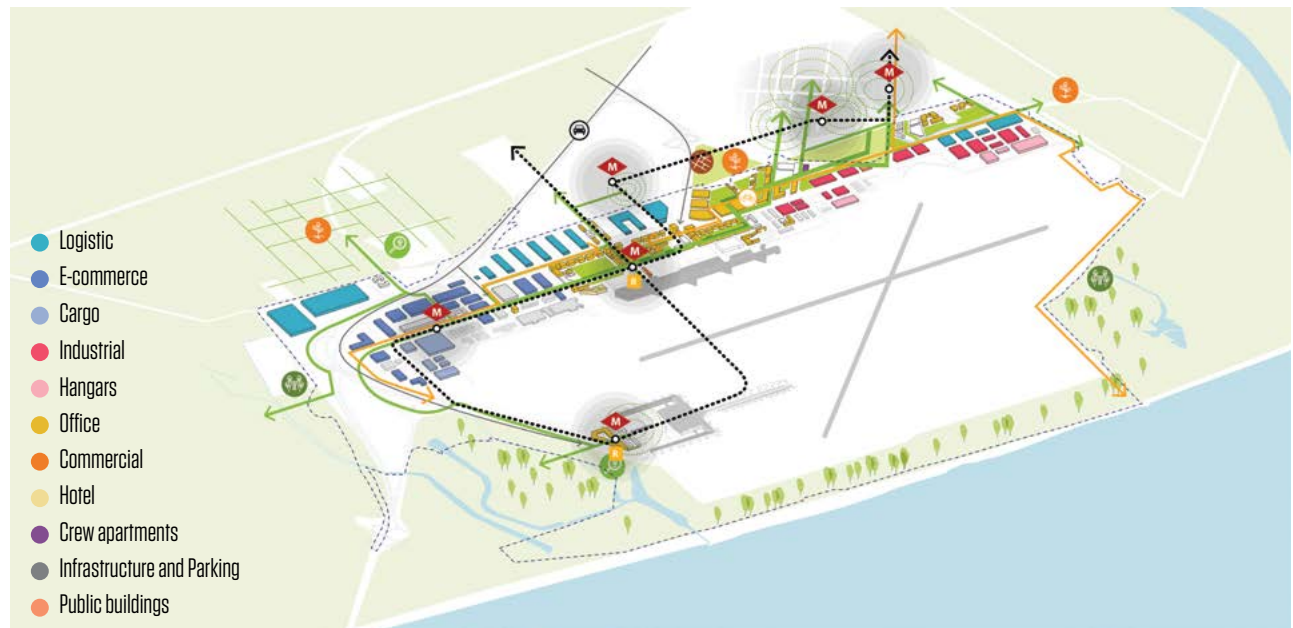
The proposal has to be tailored to maximize the benefits for the airport and the territory, but at the same time, the implementation strategy has to be driven by the market demands to plan a project that is truly feasible.

For the territory, the project is totally aligned with EU, national and regional policy. It is thought to become a referent of the Catalan economic transformation through "Specialization and territorial competitiveness

projects" (PECT) supported by European funding such as FEDER and FSE.

For the real estate feasibility, a new concept was developed for this project - Functional units. It is a way of planning development incorporating in the design the real estate market logic, concerns and needs. The result is a subdivision of the project in eleven areas that are physically autonomous and can be developed independently. Each area has been sized to require a reasonable level of investment and to be absorbed by the market in a single economic cycle. The mix of uses in each of them allows the participation of product specialized developers.

Additionally, multiple interviews were carried out with different economic agents – airlines, cargo operators, logistic companies, hotel chains – to



better understand the real appetite of the final users. This demand information was used to tailor the end product.

Flexibility

The project needs to develop “future-proofing” responses to planning, architecture and infrastructures.

It is key for success to develop the capacity to adapt uses and activities to the real needs of the context at any given time, since business, available technology, market needs and physical conditions will evolve along time.

For this project, developed land has been considered a renewable resource that will change and adapt to needs and expectations of the community and investors using the following strategies applicable at different scales:

- Urban planning instruments that allow fast track modifications.
- Flexible land uses distribution that increase resilience to economic changes.
- Diversified mix of uses and multiple building typologies choices.
- Flexible distribution of buildings within large plots or megablocks.

Innovative methods and tools

Benchmarking – Five international airports were analyzed in deep to extract lessons-learned that were applicable to the project of Barcelona. Each of the selected airports had qualities that made them unique in

aspects such as relation with the urban context, mix of uses, attraction of knowledge and culture, environmental approach, contribution to the regional competitiveness, interaction between airside and landside or implementation strategy.

Holistic bearing capacity - is the methodology that has been used to assess the best land to be developed on the airport land side, through mapping the local physical constraints – environmental, infrastructural and legal. As a result of this process, 215 hectares were chosen to be preserved due to their environmental value, as they include protected land, and natural and agricultural spaces of the Delta del Llobregat. 328 hectares were identified to have different levels of aptitude for development.

SPeAR© - is a tool developed by Arup that measures the sustainability of a project. It has not only provided an evaluation of different alternatives informing the decision-making process, more importantly, it is a powerful tool that has influenced design, driving the development of corrective measures where necessary. It has a three dimensions approach – social, environmental and economic – responding to a comprehensive understanding of sustainable projects. Each dimension is divided in categories and indicators that go from “contribution to the growth of the airport business” to “talent attraction” or “efficiency in the use of the land”. The tool was adapted to the characteristics of this regeneration project and the local context.

B. Selected Projects



Sustainability

Mobility

Accessibility is a paramount aspect for airport operation. Passengers and goods need to access this transport interchange hub in a timely manner to increase its business. It was a design driver not to interfere with the aeronautical service, and to improve it where possible.

- Design adaptation to the expected changes in the mobility paradigm such as driveless cars and trucks, electric vehicles, car-sharing and car pooling – energy infrastructure, changes in the parking demands and kiss n'ride, logistics plots design, provision of ITS.
- Traffic segregation – as an improvement, traffic generated by the real estate development will be segregated from access to passenger terminals. In particular, a new connection with the highway will be habilitated for trucks to serve cargo.
- Improvement of the public transportation – in addition to the five subway stops and one regional train station, two new stations will be available shortly. The additional generated demand will allow for more investment to increase frequency.
- Promotion of sustainable modes of transportation with 10,5 km of pedestrian corridor and cycling lanes.
- Increased access to the beach and environmentally valuable land for existing local community and a whole new experience for airport passengers.

Energy

In line with the commitment of Aena with the environment and its carbon footprint reduction ambition, this project includes an energy proposal built on a three stepped strategy.

The first step relates to bioclimatic strategies as key drivers of the design from early stages. The creation of a climate adapted urban design, which takes advantage of the topo-climatic conditions optimizing both wind and sun exposure, lays the groundwork for passive buildings with a reduced energy demand. Also, it is essential for the climate-change mitigation strategy of the airport.

The second step is based on maximization of efficiency of urban infrastructures and of the buildings systems and, more importantly, the maximization of the shared efficiency between the different uses. These uses will not be approached as independent pieces but planned as part of a coordinated and symbiotic energy system with synergies and win-win relationships.

The third and last step is the integration of renewable energy generation, together with energy storage strategies and a smart management, to enable the highly efficient systems meet the low energy demands with clean and innovative energy.

Governance

Planning is just the first step, we consider the implementation of this project to be a project-process where different mechanisms will have to be put in place to make it a reality. It needs to be a participated process, where different stakeholders can participate and contribute to achieve the highest consensus possible.

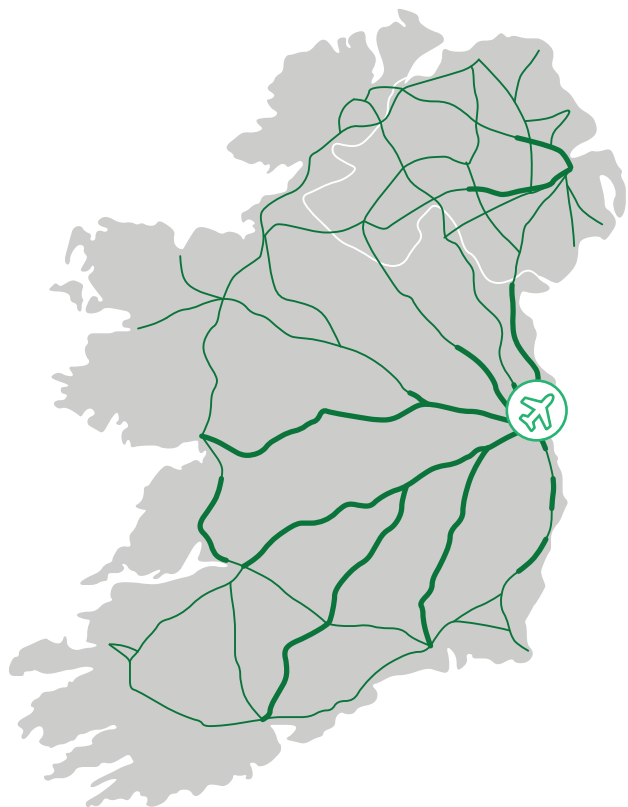
The Spanish Minister of Development, Iñigo de la Serna, presented the project to public authorities and economic agents at an event on 7 March and announced that the scheme will be completed within a 20-year period.

A governance strategy has been developed for the implementation stage. It identifies goals, strategies, stakeholders and management tools for each of these three spheres:

- Social sphere: to build knowledge and ownership in citizens and social and economic agents through a transparent communication plan, allowing for their participation and contribution.
- Public entities: to create a shared development model where each entity contributes according to their competencies and constituents' interests, through a Steering Committee.
- Real-estate implementation: to allow the better adaptation of the project to the market needs and an incremental increase of the proposal value through a Special Purpose Vehicle.

B. Selected Projects

07. DUBLIN AIRPORT CENTRAL



General Information

Location: Dublin, Ireland

Represented authority: daa International

Planning Concept: Dublin Airport

Planners in charge: Yvonne Dalton

Site extension: 28 Hectares

Project Summary: Creating an Airport City within the Dublin Metropolitan Area

The Project

Spatial planning for successful international business campus on brown-field regeneration land at Dublin Airport.

Overview

Ireland is a small island nation and Dublin Airport plays an unparalleled role in facilitating its international connectivity, acting as the principal international gateway into and out of the country. It currently provides flights to 195 destinations across 42 countries operated by 56 airlines and is the 11th largest airport within the European Union. 2017 represented the seventh consecutive year of passenger growth with a record-breaking 29.6m passengers travelling through Dublin Airport in 2017. In support of these operations, Dublin Airport currently has 19,000 campus employees.

Dublin Airport lies just 9km from Dublin City Centre. Dublin is a cosmopolitan, outward-looking, dynamic and confident city. It is home to a significant cluster of high-tech industries, attractive to Foreign Direct Investment (FDI) and mobile global talent. It is also home to one third of the country's highly educated and skilled population with 44% of the population living in Greater Dublin Region.

The project to develop a high quality 'Airport City' had its origins in the recognition that there was underutilised brownfield land proximate to airport terminal buildings. It was envisaged that this space could be regenerated

B. Selected Projects

to provide a unique business location which would complement the site's proximity to an international airport as well as benefit from the excellent transport links to central Dublin. The land also offered a key opportunity to create a visually attractive high-quality development at a key national gateway, providing facilities and services which would complement the existing working population of Dublin Airport. The site had all the key attributes of the airport itself, including excellent public transportation linkages to Dublin and the rest of the country; proximity to a highly skilled labour force, unrivalled airport access for international business travel – thus providing global mobility in a way that is not replicated elsewhere in Ireland.

Special considerations which shaped the project included aviation noise and safety as well as protecting and preserving surface access to the national airport. These challenges determined key parameters for the designers, including building height and design specification, with a dedicated Mobility Management Plan acting as a key driver of sustainable transport solutions for the project.

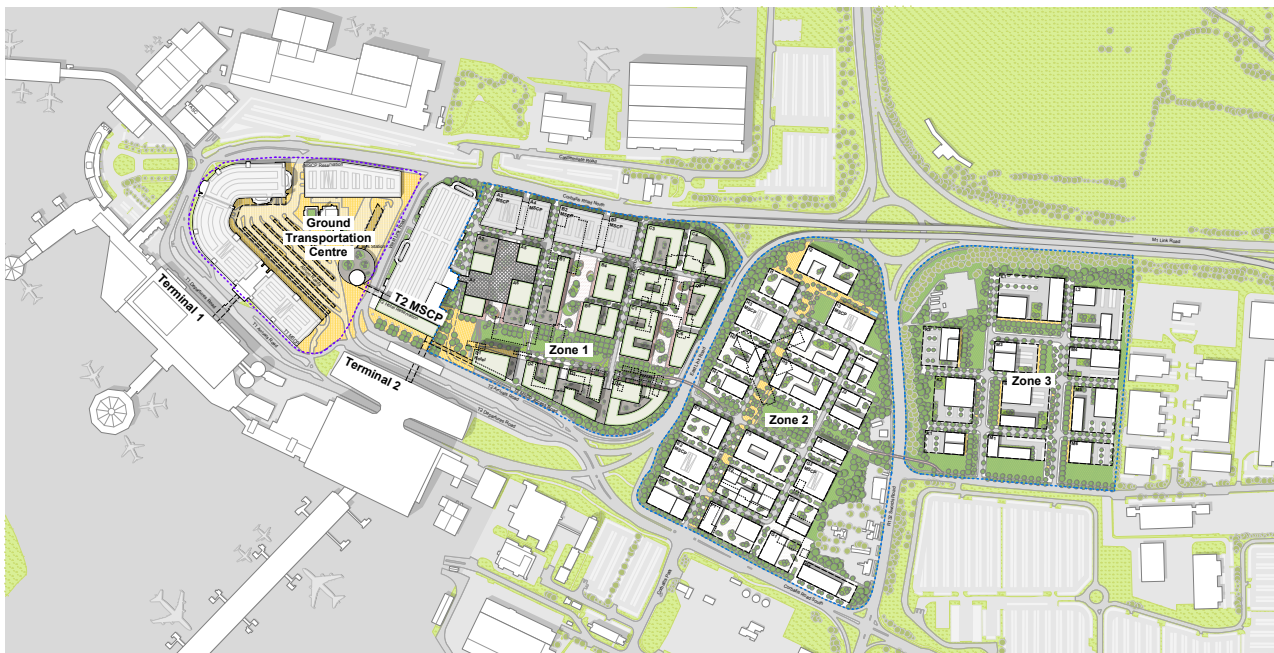
With already 40,000sqm office space granted and under construction, it is envisaged that on completion, the project could provide an airport city style development of up to 70 acres. This space will achieve the twin objectives of creating a great working environment with a high quality urban realm at Dublin Airport, as well as a project that will complement and enliven the airport environment, with strong initiatives to promote people and businesses to engage with each other.

Strategic Planning

The importance of good land use planning in the vicinity of airports cannot be understated and the airport is the subject of a number of plans including the municipal plan for the wider county 'Fingal Development Plan' and a more local level 'Dublin Airport Local Area Plan'. The Dublin Airport Central (DAC) lands were formerly zoned to provide for aviation-related uses, which was restrictive in terms of the vision of the site to regenerate redundant brownfield lands. The starting point was to explain the rationale for the development to the local planning authority, Fingal County Council, so that a more flexible and appropriate zoning for the land could be realised to enable complementary non-aviation development to take place.

The new 'High Technology Zoning' was enshrined in the Fingal Development Plan in 2011 recognising that airports globally are now providing commercial zones for high quality office environments adjacent to their terminal facilities. In the same way that docklands areas internationally have re-purposed over the past 30 years; airports are now leading the way in terms of the compact urban form. It recognised that airports can facilitate a new type of employment that requires seamless international connectivity for a highly mobile workforce and in turn reinforces the attractiveness of the capital city as a whole through excellent transport links.

It clearly recognised the benefit of co-locating employment and aviation uses, and how this would allow Dublin Airport to provide commercial zone for high quality office space adjacent to terminal facilities similar to those at Manchester, Zurich, Amsterdam and most other international airports.



The planning process also recognised the regeneration benefits of repurposing underutilised brownfield lands, which is in line with principles of proper planning and sustainable development. Brownfield land close to airport infrastructure presents an opportunity for efficient re-use of land which would benefit from existing and future public transport connections serving Dublin Airport, such as the planned 'Metro Link' development. Lastly, new, high quality development will allow strategically located and visually prominent lands to be developed for contemporary office blocks. This will create a positive visual impression for passengers and workers alike at the main gateway into the country.

Following the rezoning, the DAC lands were then subject to the detailed

preparation and agreement of a Masterplan in partnership with Fingal County Council, culminating in the 'The Dublin Airport Central Masterplan 2016'. The masterplan framework was structured on four key guiding principles. These included urban design and quality space making, movement and circulation, economic considerations and environmental and building sustainability. Following the adoption of the masterplan a detailed planning application was prepared by the project team, which resulted in permission for the first phase of the development. At all stages of the strategic planning process from plan-making, to master planning, as well as the planning application for the first phase of the development, community engagement and consultation formed a critical part.

B. Selected Projects

The phase approach to planning adopted by Fingal County Council saw the publication of the Dublin Airport Central Masterplan in 2016 for circa 75,000m² of office development and associated supporting infrastructure. This development is focussed around the site opposite Terminal 2 and around the newly regenerated LEED Platinum offices of ESB International.

Smart Mobility

The DAC project team worked closely with both local and national transport agencies, including Transport Infrastructure Ireland ('TII') and the National Transport Authority ('NTA') to help inform our Mobility Manage-

ment Plan. The Mobility Management Plan for Dublin Airport Central has looked at working to improve modal splits which would achieve a ratio of carparking at Dublin Airport Central of 1 space per 46sqm. This is an excellent benchmark to achieve outside of a city centre location. We have worked in 3 key areas of focus namely:

1. Personal Transport – Walking, Running & Cycling
2. Public Transport – Buses, Rail & Taxi
3. Car Management – Car sharing, Car Pooling, Car Rental & Smart Parking Apps.

As well as looking at how we access the site we also needed to look at



airport campus mobility and the mobility plans for both the airport and DAC were carefully integrated. We have created neighbourhoods where the new office accommodation is nestled around the services needed to support the needs of the occupants and mitigate the need to commute during work. We have created a central urban plaza known as 'The Green,' opposite Terminal 2. This will be accessible by all employees based at DAC, other airport staff and the general public. We will enliven the space with lots of activities and use it to demonstrate some of our ambitious and innovative approaches to mobility. For example, we have mobility awareness weeks as well as promotion of wellbeing / health & fitness.

Our Mobility Management Plan is made real by ensuring the appropriate governance is in place with steering groups and representatives from each of the businesses in place to carry the voice of ambition straight to the employee. This has been included in a clause in all our property leases at DAC. The steering group objectives are set with key performance indicators to measure improvements in modal split behaviours and sustainable transport solutions are implemented. The Dublin Airport Central MMP will undergo periodic monitoring and reviews as part of its annual update to ensure that the initiatives are achieving their intended objectives and sustainable transport use is being supported and encouraged.

Lastly, the DAC project also helps to create jobs proximate to where people live. Co-location of business to populations centres such as Swords, reduces commute times and improves quality of life. Given the Airport's proximity to large established populations, coupled with available land within Fingal on which new housing stock may be delivered, makes the airport an ideal business and employment location.

Energy Efficiency

Dublin Airport is Airport Carbon Accredited, as part of a Europe-wide airport carbon management certification programme. Over the past three years Dublin Airport succeeded in reducing its carbon footprint by 5,000 tonnes which is equivalent to a 10% reduction in carbon emissions under its control. Our partners Sustainable Nation and ESB Innovation are helping the airport achieve a planned reduction in energy of 33% by 2020. We also work closely with business and education to promote smart approaches to energy use, and the airport itself has an entirely electric car fleet airside.

The DAC project is also founded on these green energy principles through a comprehensive and integrated Sustainability Development Strategy that is cognisant of national and European policy, best practice in utilisation of finite resources, and the future growing market demand for sustainable development. The sustainability strategy ensures all buildings are designed and constructed in an energy efficient manner and targets all buildings to be a minimum LEED Gold standard, as set out by the US Green Building Council. We have delivered the first building, ONE Dublin Airport Central to LEED platinum. This was a fantastic achievement for the redevelopment and regeneration of a 50-year-old building and delivering it to the highest level of sustainable accreditation.

We are further exploring Wired Score for the sustainable approach to Information Technology. This is a relatively new benchmark and something we intend to deliver strongly on as we roll out over 40,000m² of new office space in the coming 3-4 years.

B. Selected Projects



Our in-house energy team will deliver electricity for all future development, continuing our low carbon transition. In addition, we will ensure Facilities Management providers manage the estate and facilities in a sustainable manner.

Public Realm

The DAC project aims to deliver a great experience for the airport and DAC employee by creating a great sense of place with the strategic planning of the urban realm and public spaces that will enliven the community as the development grows. This is supported with great initiatives to promote people and businesses to engage with each other.



The project provides for a central urban plaza known as 'The Green,' opposite Terminal 2. This will be accessible by all members of the development, the existing working population of Dublin Airport, which stands at around 19,000 people, as well as the public. On completion, the area will host activities, including the 'mobility week' which has been started as a way of encouraging sustainable transport.

Connect Collaborate & Grow – Our approach to Implementing Success

A positive decision to grant planning in 2017, allowed daa to procure a construction contract for the first two buildings. It was seen of critical importance that a true sense of place would be delivered at the beginning of the development and so the generous outdoor urban realm, that will be the entrance to the development and area that will enliven all the surrounding community will also be delivered in 2018.

As we continue to deliver sustainable energy and heating solutions we are investigating new sustainable initiatives to ensure we are optimising the fast-evolving technologies coming to the market. We are exploring the Smart City concept where we can harness technology to connect the people of our community to their environment.

Other areas of development include the Government's announcement confirming a rail link to Dublin Airport that will connect us to the City Centre in just 20 minutes.

We are currently bringing this exemplar development to the market. We will offer Grade A offices as good as any international benchmarks at a sustainable and affordable rate. A full suite of amenities can be availed of through the already established 250+ businesses located at the Dublin Airport. We are co-ordinating a chamber of commerce approach with the businesses at Dublin Airport Central where our community can seek opportunities to grow. There is an exciting and very open welcome to the new businesses at Dublin Airport Central where the most unusual opportunities can arise.

We are not merely renting offices, we are offering a holistic business solution and customer experience, where work can integrate in harmony with life. We are creating a place that people will come to see and then not want to leave. Whether it's the international connectivity, great amenities on the campus or the lifestyle afforded by the region we have something for everyone at Dublin Airport Central.



- 08. SELECTING THE WINNERS
- 09. THE CONCLUSION OF THE JURY
- 10. ABOUT THE MEMBERS OF THE JURY



THE WORK OF THE JURY

08. SELECTING THE WINNERS

The International Jury met on the 14th and 15th of April in Madrid.

The members of the Jury were:

- President of the Jury: Alfonso Vegara, President of Fundación Metrópoli.
- Kieran McCarthy, Representative of the Committee of the Regions (CoR) and of the Commission for Territorial Cohesion Policy (COTER), Ireland.
- Isabelle Maës, Policy Officer TEN-T Atlantic Corridor - European Commission, DG Mobility and Transport, Belgium.
- François Tamisier, Chief Architect, ADP Group, France.
- Janet Askew, ECTP-CEU Administrator, United Kingdom
- Dominique Lancrenon, ECTP-CEU Honorary President, France.

During the session, the Jury discussed the projects and evaluated them based on what innovative responses they bring to the:

- (1) Strategic Planning
- (2) Smart Mobility within cities and territories
- (3) Energy efficiency and spatial planning



Strategic Planning

Smart mobility within cities and territories

Energy efficiency and spatial planning

CONTENT

(a) Quality and innovation in the Planning process between achievements and goals.

(b) How hurdles were overcome during the process.

(c) Adapting to planning policies and citizen participation development leading to better efficiency in the Planning Process.

(d) Demonstrating strategic planning efficiency enhancing economic development in the quality of life for the whole community.

Application of sustainable development principles; development and delivery of sustainable solutions; enhancement of the environment and any recognisable social and economic benefits in terms of human well-being or greater efficiency.

The originality and innovation in terms of; new methods and approaches, planning funding, participation in the integration of planning policies and delivery and sustainable solutions (methods).

(a) Demonstrating the role of spatial planning in enhancing accessibility within cities and territories, and with their airports.

(b) Enhancing opportunities for pedestrians, cyclists and public transport.

(c) Improve the role of sharing public spaces and equitable access for all citizens.

(d) Enhancing real innovations or new insights with real alternatives to get away from conventional traffic management.

(a) Demonstrate the role of spatial planning in proactively supporting the uptake/deployment of renewable/sustainable energy solutions through embedding climate-change mitigation into decisions.

(b) Demonstrate expected developments to significantly reduce the airport's carbon footprint and with what deadlines.

(c) Quality integration between energy, management and planning.

09. THE CONCLUSION OF THE JURY

Airports, Cities and Urban Development

When evaluating the presented projects, the jury looked for the integration between cities and airport as their main quality.

Inside the airport domain, it evaluated how the built environment, the public spaces and services are structured so as to allow the users a sense of belonging to the local territory, and to recognize its cultural and social identity.

Outside the domain of the airport, the way surrounding neighborhoods, cities and centers access and benefit, fluidly and comfortably, from the development of the airport area, was a key concern.

The two projects that were nominated by the jury answered at least one of these concerns :

The Dublin Project

The Dublin Project places its renewal in an integrated strategic plan at the national, regional and local levels. It develops a strategy on mobility issues by creating a Mobility Manager position to serve the project in relation to the region.

While the project recreates pleasant public spaces on the developed area, it also includes participatory approaches for its planning process.

This project's overall approach is part of an urban renewal initiative for the area that includes the reprocessing of urban wastelands.

However, the current process does not seem completely finalized in terms of spatial composition, especially concerning the issues of parking, pedestrian paths, and public transport.

The Barcelona Project

The Barcelona Project is part of a land planning process in a currently-non-urbanized territory that is particularly sensitive in terms of environmental concerns.

It sets the conditions for an internal functional development based on an approach that is both flexible at the formal level, and rigorous in terms of its expected environmental quality.

On the other hand, its metropolitan integration is not thoroughly described, even if the subway service is a major asset.

The jury wanted to encourage both approaches and asked the two teams to discuss their long term-prospects.

Highlights of the debate on the future of relations between cities, and airport territories

On strategic planning:

European airports are subject to rapidly changing economic and trade constraints. Airport territories must adopt a dynamic and flexible approach in order to adapt to the evolution of these constraints by involving local stakeholders in their governance.

The trend is now to develop strategic and long-term development projects.

To achieve a sustainable equilibrium, the development of airports requires a planning approach that is integrated into a continuous relationship with the surrounding territories.

On sustainable accessibility:

This central question highlights the need to provide means of access to greener platforms, including through public transport, given the importance of flows.

In order to organize integrated transport systems, the governance of the airport territory must imperatively involve National or Regional Authorities in order to meet the particular mobility needs of airport customers or em-

ployees.

On energy efficiency:

The environmental impact of the aviation sector has become an international issue. Airlines are already making substantial efforts to reduce their fuel consumption, and improving their carbon footprint is now dependent on the development of greener energies. In the near future, it is likely that the main measures to reduce emissions from air traffic will be based on the market: carbon pricing, emissions trading, etc. In the meantime, the reduction of greenhouse gas emissions will focus on the environmental footprint of airports and in particular on their ground operations. In fact, 25% of airport CO₂ emissions come from land service.

On citizen participation:

Urbanization and airport development tend to create conflicts between many interests, such as economic growth versus environmental protection. These trends require more public consultation and inclusion in decision-making processes.

Historically, public consultations have mainly been mobilized around issues related to airport noise (noise pollution, complaints management, housing insulation or compensatory measures).

C. The Work of the Jury

Today, most international airports have developed consultation processes or structures with the local populations and authorities of the surrounding territories.

On originality and innovation:

Many innovations are expected in the development of airports in relation to their territory, including the management of noise pollution and pollution, monitoring the health of local populations, monitoring surrounding real estate markets, developing safety by remaining in affordable costs for smaller airport platforms, development the continuity of comfortable and non-polluting access from the centers and surrounding towns, the development of new logistics chains that allow the decongestion of receptions, and new forms of services, integrated in the cities, such as registration and deposit of luggage directly from hotels.

These innovations will also contribute to a better cultural integration and the identity of the territories whose airport is one of the gateways.

General Conclusions

The jury of the European Urban and Regional Planning Awards had a difficult task in determining the submissions. Each was very different, and each had its own qualities from which others could learn. Barcelona Airport was a large regional project, which aimed to create a thriving economic area around the airport, making use of the surrounding land for spin-off industries. These efforts were capable of creating a well-connected economic zone, with employment opportunities for the surrounding areas. This large project employed the skills and expertise of global consultants, whose impressive team comprised a large number of young planners as well as more experienced professionals.

Dublin Airport had similar ambitions, and it was impressive for the small team of public sector planners who had worked hard to make Dublin Airport a success for the island of Ireland. The scheme demonstrated its good connections to the city of Dublin, and its new terminal for international visitors. Attempts to create a greener gateway for visitors were commended too, surrounded by a variety of other airport uses including hotels.

The Jury members were impressed by both the Barcelona and the Dublin applications. Both followed a thorough planning approach, taking into consideration a lot of data and the results of consultations. Making airports more effective but also more sustainable and better integrated with the city they are located in, or adjacent to, is very important for the mobility

of the future. Both projects could have gone one step further in terms of innovative approaches to better link the airport with the life of the city and its inhabitants, but this is not an easy challenge.

The jury wanted to encourage both approaches and asked the two teams to discuss their long-term prospects.

10. ABOUT THE MEMBERS OF THE JURY



**ALFONSO
VEGARA**

PRESIDENT OF THE
JURY

Alfonso Vegara holds a PhD in City and Regional Planning; degrees in Architecture, Economics, and Sociology. Former President of ISOCARP -International Society of City and Regional Planners- which has members in over 70 countries. He is Fellow and Trustee of the Eisenhower Fellowships; he's also been appointed as Honorary Consul General of Singapore in Madrid since 2005.

Alfonso Vegara has been lecturing Urbanism at the Escuela Técnica Superior de Arquitectura de Madrid, Universidad de Navarra, and Universidad CEU San Pablo. He was also a visiting professor at the School of Design of the University of Pennsylvania, and Advisor of ETH Zurich Polytechnic.

His ideas and projects have been disseminated through more than 30 books and International Conferences in Europe, The United States, Latin America, Asia, Australia, and Africa. His projects have been awarded prizes by The United Nations, The European Union, The European Council of Spatial Planners, Architects' Associations, Entrepreneurial Associations, Cities, and National Governments. Among these awards is the "Rey Jaime I" prize, given by the King of Spain to recognize Alfonso Vegara's contribution to the fields of Urbanism and Sustainability. He has also been awarded on three occasions with the prestigious "European Award of Planning" for his work in Euskal Hiria, The Basque city region and the design of the eco-city of Sarriguren in Navarra. He's been granted the "Public Service Star Award", given by the President of Singapore in 2017. Member of the Jury of the "Lee Kuan Yew World City Prize" and current President of the jury at the "Euro-

pean Regional and Urban Planning Awards". He's been an advisor for more than 15 years to the Government of Singapore, as well as of various cities around the world, including: Yokohama, Mexico DF, Bilbao, Buenos Aires, Kuala Lumpur, Sao Paulo, Casablanca, Moscow and Medellin.

Alfonso Vegara is the Founder and Honorary President of Fundacion Metropoli, an international center of excellence dedicated to research, design, and innovation in cities around the world. Fundacion Metropoli has an alliance with Microsoft in order to work in different cities of the world at the intersection between Territory and Technology. In 2016, the institution ended the project "Caribbean Diamond of Colombia" which has been awarded by the Smart City Expo World Congress in Barcelona in 2015 as the "Innovative Idea Award of the Year", and also with the prestigious "2017 Global Award for Excellence" by the International Society of City and Regional Planners.

The focus of Alfonso Vegara's work is to promote strategic values of cities and their future opportunities in a complex and interrelated world. His ideas and projects are presented in the books he has written: "Territorios Inteligentes" and the recently "Supercities. The Intelligence of Territory"; this last publication received the Gerd Albers Award for best book of 2016 by ISOCARP.

Kieran McCarthy is an elected member of Cork City Council and an Irish delegate member of the European Committee of the Regions (COR).

He holds membership of the Commission for Social Policy, Education, Employment, Research and Culture (SEDEC) and has personal interests in the new Skills Agenda, informal and formal education, lifelong learning, the Digital Single Market, smart specialisation, science and innovation in regions and cities, cities and regions of the future, youth and sport, and socio-cultural effects of IoT.

He is Rapporteur on the opinions (1) Digitising European Industry and (2) Building a European Data Economy Kieran also sits on the Commission for Territorial Cohesion and EU Budget (Coter) with personal interests in representing small cities and rural regions in Cohesion Policy, and the dissemination to EU citizens of the work of EU structural funds.

He is currently the COR's rapporteur on an assessment of the Urban Agenda for the EU. He holds a PhD in Cultural Geography from University College Cork and has interests in ideas of landscape, collective memory, heritage construction, narrative and identity structures.

Kieran is the author of twenty books on Cork and its region. More on Kieran's work can be seen at www.corkheritage.ie and www.kieranmccarthy.ie.



KIERAN MCCARTHY

REPRESENTATIVE OF
THE COMMITTEE OF
THE REGIONS (COR)
AND OF THE COMMISSION FOR TERRITORIAL
COHESION POLICY OF
THE EU (COTER)

C. The Work of the Jury



ISABELLE MAËS

POLICY OFFICER TEN-T ATLANTIC CORRIDOR

Isabelle Maës earned a degree in Management from HEC Brussels and a Master in Business Administration from INSEAD, France.

Prior to joining the European Commission, she worked in business development and communication for the international private company Procter & Gamble, during approximately twelve years.

Her various work assignments gave her the opportunity to live and work in several countries in Europe, including Belgium, The Netherlands, France, Germany and Switzerland.

Isabelle Maës joined the European Commission in 2009. For more than three years, she was part of the team managing the European satellite navigation programmes Galileo and EGNOS.

She then moved on to the areas of alternative transport fuels and urban mobility where she managed the CIVITAS programme and several other urban mobility-related dossiers.

She is now in charge of the Atlantic and of the Mediterranean Corridors of the Trans-European Transport Network (TEN-T) and is also playing a role in various horizontal files such as military mobility.



FRANÇOIS TAMISIER

CHIEF ARCHITECT
ADP GROUP

François Tamisier, is an Architect DPLG, graduated from the Ecole Nationale des Beaux-Arts in Paris. He began his career as a stage designer on the Museum of Sciences and Techniques of La Villette. At the end of 1987, he joined Aéroports de Paris to work on the public spaces of the Grande Arche of La Défense and then on various international projects and competitions.

Appointed project manager in 1996, he oversaw the teams dedicated to international competitions and in particular oversaw the sketches, detailed studies and interior fittings of the passenger terminal at Shanghai Pudong Airport.

Promoted in 2000, he is the director of the project on the National Theater of China. He then spent six years in Beijing to manage study and implementation.

Back in France, he conducted the studies of Satellite 4 at Paris-Charles de Gaulle. In 2008, he was appointed Deputy Director of Engineering and Architecture and Chief Architect of Aéroports de Paris, and oversees the Architecture, Design and Second-Service, Planning and Urbanism and Economy divisions. He also works Internationally as Director of Urban Design for China and participates in many International competitions.

C. The Work of the Jury



**JANET
ASKEW**

ECTP-CEU
ADMINISTRATOR, UK

Janet Askew is a chartered town planner in the UK, and a Past President of the Royal Town Planning Institute. Over a forty-year career, she has worked as a planner in all four nations of the UK, in the public and private sectors as well as in academia for over 25 years. She was head of the School of Planning and Architecture at the University of the West of England in Bristol. Her main area of research is the British planning system, specialising in planning law, regulatory regimes and their role in neighbourhood and city planning, as well as development processes. She is a visiting professor in planning law at Ulster University in Belfast, Northern Ireland, a visiting lecturer at Cardiff University, and she holds the honorary international professorship in planning law at the National Taipei University of Technology in Taiwan, as well as being a visiting fellow at the National Cheng Kung University in Tainan.

Janet Askew is a member of the International Platform of Experts in Planning Law and she has advised the UK, Welsh and Dutch governments on planning regulations. She has worked in universities across Europe and she is the UK's representative in the European Council of Spatial Planners (ECTP-CEU). She is the current chair of the RTPI's International Committee; she is a Built Environment Expert for Design Council CABE; and a founding member of the International Garden Cities Institute. Janet Askew has worked with universities across Europe and in Asia, she lectures in numerous countries, and is a regular invited keynote speaker for many events

Dominique Lancrenon is Honorary President of the European Council of Spatial Planners, and Honorary President of the Société Française des Urbanistes.

She has 30 years of experience managing a team of experts in territorial cohesion, housing and facilities, urban planning and design, while also working with cities and regions, as well as real estate companies.

She develops GIS tools, that assist evaluation and decision making in public consultation and citizen participation processes involving:

- Water management and Urban typologies
- Energy efficiency and Urban Typologies
- Land use and Urban Typologies
- Social and Economic Dynamics
- Ecosystems
- Ecological print
- Public Facilities and spaces
- Transportation and accessibility

She has recently prepared 2 responses to the innovative calls for projects of the Urban Innovative Action program:

(1) "Earth Cycle" - proposes to develop the circular economy in the urbanization of the dense zones by using the earth excavated on the spot

to make materials of construction. It develops a tool for traceability of the materials of the extraction, with the manufacture, until the implementation in the installations. This project is currently underway with the city of Sevran, as part of the construction of the Greater Paris metro.

(2) "Citizen's climate" - proposes to develop from the management of public spaces a new way to manage the impacts of climate changes by involving residents and users in observation and prevention: on biodiversity issues, floods, movements of soil, storms.

The developed platform allows to share the knowledges in an interactive way with the 280 000 inhabitants of Orléans Métropole and the 6 research laboratories involved.



**DOMINIQUE
LANCRENON**

HONORARY PRESIDENT
ECTP-CEU