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## **Planning Sustainable Futures**

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# PLANNORD 2022 Book of Abstracts

THE 10TH NORDIC PLANNING RESEARCH SYMPOSIUM

TITLE: PLANNING SUSTAINABLE FUTURES

25TH-26TH AUGUST 2022, AALBORG UNIVERSITY, DENMARK

ORGANISERS: AESOP NORDIC PLANNING TG / PLANNORD & AALBORG UNIVERSITY



This document is a collection of all the abstracts accepted for the PLANNORD 2022 symposium in Aalborg, 25<sup>th</sup>-26<sup>th</sup> August. The abstracts are divided into the **themes** and **sessions** used to organise the presentations in the symposium.

Enjoy reading!

Carsten Jahn Hansen & Lars Bodum

# Theme 1: Sustainable Futures - SDGs, degrowth and 'green shifts'

**Theme description:** *This theme discusses contemporary and emerging 'sustainabilities' in a Nordic context. Sustainability is often talked about as a singular or something to be defined. The Brundtland report and the introduction of SDGs aims at setting boundaries for interpretations and ways to measure progress. However, academics increasingly discusses the plurality of sustainable futures, highlighting the often contradictory aims of the UN agenda. There is a need to situate sustainability in the local spatial and cultural contexts. The theme is open to various subthemes as well as both theoretical insights, practical applications, and debates related to the Nordic understanding of sustainability, such as: 1) Emergent Nordic welfare states interpretations of sustainability, 2) contextualising SDG's, 3) topical issues e.g. 15 minute city or the human scaled city including housing, mobility, experiments and the role of planning.*

## SESSION A: PARADIGM UNDERSTANDINGS AND SDGS

**Author:** Nguyen Anh Thu Pham, [thu.pham@aalto.fi](mailto:thu.pham@aalto.fi)

**Title:** Towards sustainable mobility: Exploring the role of paradigm analysis to understand policymaking in Finland

**Abstract:** In response to climate change, global political commitments to decarbonise the transport sector have been made, resulting in a multitude of policy initiatives to promote sustainable, low-carbon transport. Many politicians, policymakers, and researchers have thus suggested a shift from conventional transport planning to a new policy paradigm that reflects sustainable mobility. This leads to a growing interest in the study of necessary conditions to facilitate such a paradigm shift in many European countries, including Finland whose climate goals are among the most ambitious in the world. However, what characterises a paradigmatic change in policymaking to promote sustainable transport remains unclear. To address this research gap, this paper reflects on previous studies on policy paradigms in public policy, specifically in urban planning and transport policy, to explain the importance of paradigm analysis to understand policymaking. The paper also explores how elements such as policy ideas, discourses, and initiatives shape the debates around transport planning by reviewing secondary literature on low-carbon transition in Finland. The paper concludes with suggestions on how to move forward in conceptualizing a paradigm shift in policymaking for sustainable mobility.

**Author:** Jimmie Andersén, [jimmie.andersen@bth.se](mailto:jimmie.andersen@bth.se)

**Title:** Strategic planning and SDGs - Uncomfortable bedfellows?

**Abstract:** As contemporary planning stands before, the possibly existential, challenge of climate change, it is of outmost importance how planning handles this challenge. In many nations, including Sweden, The UN Sustainable Development Goals (SDGs) stands as guiding principles in what goals needs to be reached for a sustainable society and in handling climate change. How these goals are made into action points and the measures taken differs between countries. It is unclear how planning can help reaching the SDGs, partly because of the contradictions between the goals themselves, but also because of the institutional framework within planning itself. Commenters, inside and outside of academia, conclude that climate change and sustainable development requires action to be taken at a supranational, national as well as at regional and local level. In Sweden, the planning tools at a regional level are few and weak. However, regions still make strategic plans. Local municipal planning is more institutionalized, in terms of organization and legal framework. The Planning and Building Act states that municipalities are tasked with giving an account of how the municipality is considering and coordinating the comprehensive plan with relevant plans, programs and policies. This presentation delves into three aspects of the handling of sustainable development and climate change within strategic planning in three ways. Firstly, how regions that are not legally bound to produce regional plans, make policies directed towards sustainable development and climate change is researched. Secondly, how these policies are connected to and used in municipal comprehensive plans is researched. Thirdly, the grounds for municipal policy formulation

regarding the SDGs in planning are researched. Since there is a general lack of strategic planning at regional level in Sweden, it is important to understand how and if Swedish planning de facto implement the SDGs in planning decision making and in planning measures.

**Author: Rasmus Nedergård Steffansen, rsteff@plan.aau.dk**

**Title: Sustainable development goals and Danish second homes**

**Abstract:** The United Nations sustainable development goals (SDGs) have become a benchmark for many aspects of public planning in the Nordic countries as the goals propose a comprehensive frame for sustainability targets. Still the understanding and interpretation of the goals pose as a barrier for the useability to planning authorities and work is needed to bridge the global agenda to local contexts. In this paper we explore how the SDGs can be interpreted in relation to Danish second home planning and development. In Denmark, second homes are popular destinations for families and tourists as well as investment objects. Ever increasing material standards are however continuing to cause debate about the environmental downsides of second home developments. Along with environmental threats posed second homes, other issues such as economic interests, conflicts, public participation, and partnership capacities that link to the SDGs are also pertinent for second home planning and development. We apply an interpretative approach, in that we understand the SDGs' relevance through the Danish second home phenomenon and academic literature. In our interpretation we propose a set of guidelines for second home development aligned with the SDGs. The idea is that these guidelines can serve as a discussion tool when planners and politicians are faced with decisions regarding second home development and planning. The overall approach of the paper also suggests a possible method for interpreting and understanding the global SDG agenda at the local level. The paper concludes that having an interpretative approach based on a specific theme, like e.g. second homes, provides a viable path for easing the barrier the SDGs applicability.

## **SESSION B: SUSTAINABILITY, MOBILITY TRANSITION AND DATA**

**Author: Caroline Samson, carolines@plan.aau.dk**

**Title: New directions for planning: Everyday life, patching it up, data competences, deliberation**

**Abstract:** Everyday life is all around; it is repeated, adjusted, and renewed – producing and reproducing cultures and practices of more or less sustainable activities. The aim of this chapter is to give voice to these everyday practices, trivial though they may seem, to understand their significance in planning sustainable cities. To handle the complexity of planning for sustainability, a multitude of fixed concepts for data production and use have been developed throughout the last decades. These are indeed useful, but there is a need for new planning competences that connects perspectives based on quantitative data on 'how much and where' with qualitative data on 'why and how'. To create sustainable and liveable cities there is a need for new tools for the planners in which the mundane everyday life is acknowledged and taken into account. To date, knowledge production in planning is primarily tied up to traditional data production. Research on everyday practices, activism, and popular culture is comprehensive but needs to be integrated as part of planning practices and tools. The knowledge is already available but research is lacking on how to implement it in the planners' toolboxes. Theoretically this chapter takes outset in the theoretical discussions of the lack of significance of everyday life perspectives in policy and planning. In Lefebvres (1991) book 'Critique of everyday life', he points to the downgrading of the everyday life's importance due to the ever-present ambivalences or ambiguity that complicates the "simplicity" of capitalism and political economy. Through the lens of practice theories and rhythm theory, the chapter points to analytical tools that can be connected to the quantitative data production.

Additional info: Co-presenter for abstract: Malene Freudendal-Pedersen Co-authors of paper: Malene Freudendal-Pedersen, Miriam Jensen, Rasmus Nedergård Steffansen, Carsten Jahn Hansen, & Malene Rudolf

**Author: Harpa Stefánsdóttir, hstefans@nmbu.no**

**Title: Walkability in a Nordic 'small city'-context**

**Abstract:** The study is part of a bigger project, called WALKMORE. For further information about the project see <https://www.nmbu.no/en/projects/node/42178> Walkability describes to what extent cities, neighbourhoods and streets are attractive to walk in. Thereby inviting and stimulating to walking. How walkability manifests, is strongly related to context, geographical as well as scale, e.g. the size of a city. Because of short distances in small Nordic cities (typically 10 -15.000 inhab. in Nordic context), there is a high walking potential, yet the private car dominates. This study takes to walking behaviours for utilitarian purposes and pedestrian experiences in three small cities in Norway; Narvik, Steinkjer and Kongsvinger. The research question aimed at answering by the paper in progress is: What is walkability in a 'small city'-context? What characterizes built environments with a high level of walkability in small cities, and how does this influence i) daily walking behaviours, and ii) pedestrian experiences? A survey was sent out in each city in autumn 2021, including map based softGIS questions. Preliminary analyses of the results indicate that similar walkability indicators as reported earlier for bigger cities, were perceived by the respondents as attractive to walking. These indicators include experiencing vegetation and characteristics of nature, calm or no car traffic close by in addition to street-life in city centre. Still, many of the respondents, although stating that walking is a realistic choice, drive car for daily purposes. Preliminary analyses of the context under study show that winter conditions may to some extent hinder walking. However, there may be other more decisive factors that encourage driving instead of more environmentally friendly modes. Among these, good access by car in general within the cities seem to have important influence. With following up focus group interviews in spring 2022, we aim to gain further information about this phenomenon, to introduce in the conference.

Additional info: Co-authors: Mouratidis, Konstantinos (1); Rynning, Maja Karoline (2); Meyer; Sunniva Frislid (2); Ingebrigtsen, Rikke (2). 1. Norwegian University of Life Sciences, Department of Urban- and Regional Planning. 2. Norwegian Centre for Transport Research.

**Author: Ari Krisna Mawira Tarigan, ari.tarigan@uis.no (Presented by Ayda Joudavi)**

**Title: Greencoin: Promoting pro-environmental behaviour in cities through a reward system**

**Abstract:** Cities worldwide are currently seeking innovative solutions and services to balance rapid urbanisation, economic growth, and environmental sustainability. While significant efforts have been made to install physical infrastructures to address the environmental challenges, as well as to ensure the economic development, citizens with their everyday behaviours are indeed a critical element in shaping the future of the cities. With regard to this, there has been a long search for ways to effectively encourage and promote pro-environmental behaviours among urban citizens to escalate positive actions that can bring substantial impacts to urban sustainability. This study addresses the present challenges and opportunities regarding promoting pro-environmental behaviours among urban citizens. Greencoin proposes an interactive experiment in rewarding citizens for pro-environmental behaviour and, in parallel, developing a marketplace mechanism where citizens can purchase environmentally friendly goods and services by using their rewards points. The purpose of the system is to acknowledge ecological actions among the society and push communities to be green by facilitating and encouraging pro-environmental behaviours. In this project, the rewards system will be quantified into a value that can be used to purchase environmental products.

Additional info: Ari K. M. Tarigan (University of Stavanger), Chandra P. Paneru (University of Stavanger), Ayda Joudavi (University of Stavanger), Cristian Tosa (University of Stavanger)

**Author: Ayda Joudavi, 2921515@uis.no**

**Title: Smart solutions and their impacts on promoting Cycling in urban areas. (Case study Stavanger)**

**Abstract:** Cycling has been widely recognised as a transition to reduce car use, thereby contributing to a more sustainable mobility system. However, although cycling promotion is increasingly included in local transport policies in cities worldwide, and above them, SDG Goal 11 in there is little evidence of

considerable growth in cycling behaviour among urban dwellers. This fact is despite the provision of appropriate cycling infrastructure and adoption of biking promotion initiatives, in some cases like Stavanger. Considering advances in the smart city concept and its contribution to addressing different urban environment issues, studying how smart solutions could promote and increase Cycling in cities, particularly as means of commute, is an important action. This study aims to find smart solutions that can address different types of barriers that prevent people from using the bicycle as a means of commute and discuss the positive and negative impacts that they might have on cycling behaviour. The study uses a systematic literature review and an analytical approach to define cycling barriers and classify them into different groups. The paper also elaborates on the impact of smart solutions on cycling behaviour change by reviewing relevant studies. Findings can indicate how smart solutions may be used to promote Cycling to commute in cities. And finally, it will focus on Stavanger as its case study and discuss the positive and negative impacts of smart solutions on cycling behaviour in this context. Keywords: Cycling, Behavior, Smart city, Smart solutions, Barriers to Cycling

**Author:** Margareta Westin, [margareta.westin@ltu.se](mailto:margareta.westin@ltu.se)

**Title:** Sparsely populated areas and fossil free passenger transports - problems to overcome

**Abstract:** Reducing fossil fuel use from passenger transport is an essential part of reducing the emission of greenhouse gases. In rural areas, where there are few modes of transport, it also becomes a challenge to maintain social sustainability as transport ables access to services, schools, and much more. To not risk people's well-being and risk exclusion from society it is essential to identify existing environmental and build problems within transport planning for people to transport themselves fossil-free. My research focuses on residents' perspectives on travel needs and what they experience being problems to overcome to reduce the use of fossil fuels on their trips. In the two northernmost regions in Sweden (Norrbotten and Västerbotten), workshops have been conducted in six case study villages with local inhabitants. The capability approach is a theoretical framework that inspires questions and later analyses (Vecchio & Martens, 2021). The focus during the discussion was what the inhabitants think is important concerning their trips today and a potential transition toward fossil-free trips: 1. Travel needs have been discussed, and what role traveling has. 2. How inhabitants travel and which resources (mode of transport and infrastructure) they use today. 3. How inhabitants would be affected by traveling fossil-free and what problems must be solved to travel fossil-free. Many thoughts in the discussions have been about safety, accessibility, and reliability. Examples of recurring fears are stops due to empty batteries or waiting for buses that do not come, and fear of walking along bigger roads due to heavy traffic. References Vecchio, G., & Martens, K. (2021). Accessibility and the capabilities approach: A review of the literature and proposal for conceptual advancements. 1-22. doi:10.1080/01441647.2021.1931551

## **SESSION C: HOUSING AND ENERGY SUSTAINABILITY**

**Author:** Cristian Silva, [c.silva@qub.a.cuk](mailto:c.silva@qub.a.cuk)

**Title:** From Rurality to 'Atomised Suburbia': Re-defining the Dispersed Rural Settlement Pattern of Northern Ireland

**Abstract:** Suburbanisation of the countryside - or what is proposed as 'atomised suburbia' - is an increasingly consolidated pattern of urban development in Northern Ireland. Here, 40% of the population lives in the countryside and almost 70% of planning applications for new homes between 2015 and 2018 were approved in greenfield areas. This rural population is strongly tied to workplaces located in nearby urban zones - such as Belfast - and rely mostly on private cars for transportation. This phenomenon - however - has been little examined. Different from traditional suburbs or satellite towns adjacent to consolidated city-centres - 'atomised suburbia' describes a wide constellation of individual homes spread across the countryside that are interconnected by roads and intermingled with farming spaces. This is morphologically disguised as "rural" while it may have become solidly "suburban" in economic, social, and functional terms. As such, 'atomised suburbia' has unexplored environmental, social, and economic impacts and thus, this paper aims to define this settlement pattern, unpack its morphological configuration, analyse its spatial, environmental, and functional components, and identify its contribution to the understanding of the "urban" and the 'rural'. It will also discuss its implications in spatial planning at political, economic, and

environmental levels considering the alignment of UK policies to the UN's SDGs. 'Atomised suburbia' emerges as the outcome of less controlled processes in planning and a liberal approach to rural and regional land management. It is also assumed that if more comprehensive regional policies are not in place, this pattern of suburbanisation can severely compromise the social, economic and environmental sustainability of the whole NI regional space.

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**Author: Ari Krisna Mawira Tarigan, ari.tarigan@uis.no (Presented by Chandra Prakash Paneru)**

**Title: Circular cities: Barriers and drivers towards reusing building materials**

**Abstract:** The building and construction sector is a major contributor to socio-economic developments for countries worldwide, but the sector's growth takes up 30% of raw materials harvested annually is consumed, 25% of water and 12% of land resources is respectively consumed globally and it generates over 25% of solid waste. Additionally, this sector records about 40% of greenhouse gas emissions, this mainly consists of energy use during buildings' life cycle. The sector would benefit from finding new ways to boost its sustainability so that its business and activity growth will not create climate change and environmental problems. One of such ways that will be examined in this study is the potential mass adoption of reuse of building materials. In Europe alone, building and construction waste makes up 1/3 of all waste generated. The good news however is that the reuse of building materials is possibly carried out because some materials whose resource value is high can be reused many times before having to be destroyed or condemned. It is therefore important to explore the reuse of building materials not only because the reuse of such building materials can be reducing the amount of waste being dumped in landfills, but they will be replacing primary materials and reducing natural resource depletion. The paper aims to understand the potential for the reuse of building materials by examining the barriers and drivers that affect the reuse of building materials. In doing so, challenges being experienced by individuals and professionals in the built environment are explored such as project costs, policy control and, others. This study tends to understand the potential barriers and drivers affecting actors and users of reuse of building materials while also understanding the behavior practices that affect reuse. Qualitative and quantitative data gathered from interviews and questionnaires to compare previous literature is utilized to understand if there are any changes since reuse started gathering more attention. The research aimed to look at the picture of the built environment in general while using Norway as a case study.

Additional info: Ari K. M. Tarigan (University of Stavanger), Mary- Anne Unuode (University of Stavanger)

**Author: Morten Elle, elle@plan.aau.dk**

**Title: Energy Efficient Spatial Structures**

**Abstract:** Sustainable development has many different aspects, as demonstrated in the 17 Sustainable Development Goals (SDGs). The link between spatial structures and energy efficiency seems to be well hidden in the goals. SDG 7 'Clean and affordable energy' has a target concerning doubling the global rate of improvement in energy efficiency by 2030. Cities are, however, not directly mentioned in this context. And vice versa – SDG 11 'Sustainable Cities and communities' only mentions energy efficiency indirectly as a part of resource efficiency. In the project 'sEnergies - quantification of synergies between energy efficiency first principle and renewable energy systems' we have estimated the impacts of avoiding future urban splatter by densifying existing larger cities in Europe. An energy efficient urban development, including more rail infrastructure, no expansion the high-way networks, no expansion of airports and use of economic instruments as road-pricing will reduce the energy consumption in the transport sector by 17 % in comparison to the business-as-usual scenario. Both shorter trips and changes of modes of transport mode contributes to the reduced use of energy. The different means are interdependent – shorter trips make a modal shift from car to bicycle possible, an improved public transport network makes road-pricing more feasible and so on. Densifying existing larger cities in Europe and avoiding urban sprawl will make it easier and more cost-efficient to base the heating on buildings on district heating. The densification should, however, be developed with great care to ensure the urban quality, including the access to green spaces – which also is a target related to SDG 11.

**Author: Ejike Okonkwo, e121421@student.uwasa.fi**

**Title: Can the 'Nordic Battery Belt' fix it?**

**Abstract:** The Nordic region is known to be at the forefront of energy transition from fossil fuel. As the demand for cleaner energy intensifies so also are the opportunities for battery production in the region. However, there is need for an improved transport connectivity to the European and international market. Using the regional energy transitions theoretical approach, this power point-styled conference presentation will provide an overview of the emerging regional institution (Nordic Battery Belt) established to proffer solutions to the logistical challenges in the Nordic battery ecosystem. Three regions (Ostrobothnia in Finland, Nordland in Norway, and Västerbotten, Sweden) constitute the NBB. Their core responsibility is to develop logistical strategies and inventories towards a sustainable, and cost-effective transport system that supports the movement of goods and services within the ecosystem. The aim of this presentation which falls under the theme Sustainable Futures - SDGs, degrowth and 'green shifts' is to open discussions and elicit feedback that would further increase the knowledge on the role of regional actors in the energy transition process. Keywords: Energy transition, Nordic Battery Belt, Battery ecosystem, transport logistics

**Author: Chandra Prakash Paneru, chandra.p.paneru@uis.no**

**Title: Promoting sustainable residential energy behaviour using digital solutions.**

**Abstract:** Sustainable residential energy behaviours can contribute to the sustainable energy transition. Promoting such behaviours is one of the cost-effective ways to minimize environmental impacts. In the EU, households account for approximately 28 % of final energy consumption, where behaviour largely determines the consumption pattern. In Norway, residential buildings accounted for almost half of the total energy consumed in the building sector. There are increased demand management challenges in Norway as decentralized energy systems grow and the number of household electric vehicles increases. Further, the mix of energy imported from the European energy market is rising, and climatic events such as record low water levels in the Norwegian water reservoirs are rising. Thus, sustainable residential energy behaviour is highly relevant in Norway, even though a large part of the energy mix comes from hydropower. In Norway, several energy providers offer feedback on energy usage from smart meters to their customers through energy apps. These apps have emerged as digital platforms that allow users to self-monitor their real-time electricity prices and hourly energy consumption data. In addition, some of such apps are enriched with innovative visualization and gamification elements. This paper is a part of a PhD research project investigating how energy apps as digital technology can promote sustainable residential energy behaviours in Norway. More specifically, the project inspects the energy awareness of the residents and their perception and willingness toward the energy apps with regards to benefits, barriers, and motives. This paper introduces the literature review findings on the theme mentioned earlier. The results will be further used to undertake quantitative and qualitative research for the PhD project. The study contributes to the topics of smart and sustainable cities.

## **SESSION D: UNDERSTANDINGS OF SUSTAINABILITY AND POLICY IMPLEMENTATION**

**Author: Anna-Paula Jonsson, apjo@kth.se**

**Title: From limitless growth to managed development - policy implications for the visitor economy: Vienna and Amsterdam**

**Abstract:** During the last 10 years or so, it has been possible to observe a conceptual shift in how the visitor industry is understood and discussed in the sphere of urban governance. In the realm of municipal politics in Amsterdam and Vienna, for example, it is no longer mainstream to frame tourism development merely as an economic growth strategy that is implemented to produce investments and jobs. Instead, public discourse has become more nuanced vis-à-vis the visitor industry. On the one hand, visitor industry development has come to be seen as a process that shapes social realities in the city where it develops. On the other hand, the local context of a city shapes and conditions how the visitor industry itself develops. This conceptual shift has consequences for goal setting and policy development in as far as raises questions



of which social realities that a city desires. This understanding also implies that processes of urban planning and urban development inform how the visitor industry develops, which in turn engages new areas of municipal government in policy making. This paper studies how this conceptual shift is translating into changes in policy making through a comparative case-study of Amsterdam and Vienna. Interviews with stakeholders in respective city provided nuance and depth to the challenges related to operationalizing tourist strategies that consider the social impact of visitor industry development. To formulate strategies and policies, policy makers have had to engage with complex matters such as visions and social realities. Policy makers are also realizing that indicators of social reality are far more intricate to measure and monitor than for example revenue or arrival numbers. Finally, discussions also highlighted the difficulty of managing some of the unwanted externalities from visitor industry development, due to geographical and legislative limitations of municipal governments.

**Author:** Eva Purkarthofer, [eva.purkarthofer@aalto.fi](mailto:eva.purkarthofer@aalto.fi)

**Title:** Sustainable urban development as a travelling planning idea

**Abstract:** The term sustainable urban development can currently be found in almost every spatial planning strategy and document. Sustainable urban development is used to refer to a highly complex objective that planners and politician all around the globe strive for. However, sustainable urban development can bundle up various – and potentially contradictory – rationalities, values and practices, and can be used to justify a sheer limitless number of potential actions and measures. By employing qualitative content analysis, this contribution explores how the abstract goal of sustainable urban development is represented in policy documents at various spatial scales. It analyses global and European policy documents which relate to planning, such as the New Urban Agenda, the EU Urban Agenda and the EU Territorial Agenda 2030, in order to uncover the dominating discourses relating to sustainability and sustainable urban development. Moreover, the analysis covers policy documents from the field of planning published at the national, regional and local level in Finland. To highlight the transfer of ideas as well as their transformation, the contribution builds on the theoretical concept of travelling planning ideas. When travelling between changing geographical and institutional contexts, ideas in planning change their meaning as they are re-contextualised and translated. By combining theoretical approaches and qualitative content analysis, the contribution addresses three research questions: How does the planning idea of sustainable urban development travel between different levels of government? How do the meanings of sustainable urban development change along the way? Which aspects of sustainable urban development are emphasised or omitted in different contexts?

**Author:** Mathias Reinart, [mathias.b.reinart@nord.no](mailto:mathias.b.reinart@nord.no)

**Title:** Process over progress? Collaboration and sustainability indicators in Norwegian municipal planning

**Abstract:** The United Nations Sustainable Development Goals were adopted in 2015, and in 2019 the Norwegian government issued planning guidelines that required local and regional authorities to incorporate the goals in their societal and land-use planning. In the wake of this, a number of collaborations have been established at local levels for sharing knowledge and best practice. One collaborative project that has become particularly influential originates at the UN and involves municipalities becoming benchmarked for their sustainability, based on 92 indicators. This paper uses this example of a seemingly successful policy transfer from the UN to the Norwegian municipal sector to explore some of the pressures and challenges municipalities are facing in this era of sustainability. It draws on interviews with planners and officials in Norwegian municipalities as well as documents and observations of various webinars. The findings show that municipalities are under pressure to do something, and they want to, but need leadership and guidance. Without this different initiatives are seized which might be a difficult fit in practice. In this case, the experience of relevance of the indicators in terms of advancing sustainability were mixed, including the usefulness of actually applying the results in planning. However, participating in a collaborative project was in itself seen as useful, as it provided an opportunity to learn from likeminded people. In light of the findings, the paper discusses the tension between sustainability as a standardised solution and the need for contextualisation, as well as the tendency that the SDGs seem to be more about making process than about making progress.

**Author: Kristina L. Nilsson, kristina.l.nilsson@ltu.se**

**Title: Planning Attractive Sustainable Arctic Cities**

**Abstract:** The European Arctic has become 'hot' in the last decades due to increased worldwide demand for natural resources. Arctic cities are often located close to where these resources have been found. These cities present many advantages in terms of their heritage structure and buildings, their space and close proximity to fascinating and unscathed natural environments. Such communities also experience well-defined seasonal variation and long warm summers. The disadvantages, however, are a harsh climate with a cold, dark, and long winter season. These small cities also sit in sparsely populated regions and there are long travel distances between settlements. Local authorities in the European Arctic make considerable effort to develop built environments that are both attractive to new inhabitants and existing residents. They strive to increase the permanent population to be able to support companies with stable work force and have enough inhabitants to secure good societal and commercial services. One experience in these communities is younger people have difficulties finding interesting jobs for all in the household and many resort to 'fly in, fly out' positions. To make Arctic Cities attractive requires suitable job opportunities, good societal & commercial services, and importantly, attractive built environments. To create an attractive built environment, buildings and public spaces must be carefully designed. Harsh climates call for special effort in how the urban fabric is designed to create a good microclimate. Sparsely populated areas also imply long distances to overcome with various transport modes. This requires adapted transport solutions to enable sustainable alternatives to private car traffic. This paper is based on methods of inventories of heritage, studies of existing functional structures, interviews, and microclimate studies. We argue that there is need for knowledge about attractive and sustainable urban development and design in the Arctic. The circumpolar area is large and around the globe, the Arctic has approximately 4 million inhabitants, with most living in settlements.

## **SESSION E: SUSTAINABILITY OF THE IN-BETWEEN BUILDINGS**

**Author: Maria Korkou, maria.korkou@uis.no**

**Title: Methodology for assessing multifunctionality in green spaces using Stavanger city as a case study**

**Abstract:** Green Infrastructure (GI) has been well recognized as a vital solution for building sustainable cities that can contribute to climate change mitigation and adaptation. According to European Commission (2013), GI is essential for promoting environmental sustainability, biodiversity, and a wide range of ecosystem services while also serving public needs through its physical facilities and systems. Multifunctionality ensures the sustainable impact of green infrastructures for cities based on past studies. More specifically, GI multifunctionality aims at protecting the environment and biodiversity through infrastructure development. The current challenge however is that many infrastructures are not always designed to accommodate the changing climatic and environmental conditions, as well as the rapid expansion of the urban population. Although GI has been researched over the past few years, the multifunctionality of GI is still understudied. The present study aims at proposing a methodology for assessing the level of multifunctionality of green spaces/infrastructures. Multifunctionality in this study refers to a range of functions including recreation and provisioning of habitat, accounting for total 18 functions. The dataset consists of 159 GI units ranging from small neighborhood green spaces to large urban forest. A total of 77 indicators (also mentioned as feature) has been recorded for each GI unit. Some of the indicators were extracted using the ArcGIS tool, after mapping and visualizing different layers, e.g., tree height layer. The remaining indicators have been quantified based on primary and secondary sources. The model was trained using decision trees and was evaluated according to common performance metrics such as accuracy and precision. The final model is developed specifically for the case of Stavanger city in Norway, but its transferability of it will be tested to other cities in the future. The resulting model serves as a base for multifunctionality evaluation and as an information provider of possible missing functions for a specific GI unit so that the urban planners can design multifunctional green spaces more effectively. Keywords: Green Infrastructure, multifunctionality, indicators, decision trees

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**Author: Anders Larsson, anders.larsson@slu.se**

**Title: Landscape as vehicle for sustainable streetscape transformation**

**Abstract:** Schindler, in *Detroit after bankruptcy: a case of degrowth machine politics* (2016), suggests that cities facing degrowth could make the urban environment more livable for those remaining by filling the gaps after abandoned houses and plots with green infrastructure. This as an alternative to the traditional neo-liberal strategy of regaining growth. Schindler's approach has been criticized for being oversimplified, since also shrinking cities are enmeshed in the wider political context of economic growth (Berglund, 2020). But mapping and planning for how existing urban spaces could be transformed and connected in order to better meet the needs of the current inhabitants might result in improved environmental qualities for all, regardless of this being a part of a neo-liberal strategy or not, if the landscape as such is the point of departure for planners rather than designing the landscape for meeting certain economic ambitions. In Sweden, abandoned urban plots does not cause as much of a problem as e.g. urban sprawl and oversized streets. Streetscapes could be transformed in order to support more green infrastructure and more pathways for cyclists and pedestrians without even having to make them car-free. Decreased car traffic and more healthy urban ecosystems, rain gardens etc. would be beneficial for reaching several SDG's, and lead to more social and mobility justice (Sheller, 2017). In this study, walk-alongs with urban planners have been conducted in three cities in southernmost Sweden while discussing problems and possibilities regarding streetscape transformation. The intention has been to discuss how the landscape as such (including both natural and cultural aspects) could constitute a vehicle for urban planning rather than being an object among others in the context of an exploitation driven planning practice.

**Author: Simon Sjøkvist, ssjo@kglakademi.dk**

**Title: City as Resource - tools and strategies for expanded adaptive reuse of the built environment**

**Abstract:** The building industry accounts for the vast majority of the world's consumption of resources and the energy consumed when processing these resources into building materials, constitute a substantial and increasing share of buildings' and cities' total carbon footprint. Over the years the materials have accumulated in our buildings and cities, and the built environment today accounts for more than 98% of the global anthropogenic material stock. As part of a sustainable transition of our societies, it is necessary to consider how we can make better use these vast material resources. Important recent research contributions and institutions such as EEA and IPCC point to the environmental potentials of practices of adaptive reuse (AR) of existing buildings and built environments rather than building new. However, up to now practices of AR have been carried out a small scale, focusing on components, or small-scale buildings, even though there are indications that the impacts of such practices would be bigger on an urban scale - across buildings, infrastructures, landscapes and even entire urban districts. This project explores potentials for scaling up AR practices in the context of climate change and resource scarcity - to implement them more broadly and on a larger urban scale - and the environmental impacts of doing so. Through case study analysis of transformation processes of urban development projects in Copenhagen, looking at existing building stock, processes of construction and demolition, resource flows and associated embodied carbon, the project aims to produce context specific knowledge that can also contribute to a general discussion on more sustainable urban design and planning practices. The investigations will use an integrated approach, combining a range of methods such as statistical analysis, archival studies, GIS mapping, and interviews, to address and understand the complex and transdisciplinary nature of the research topic.

## **SESSION F: NEW STRATEGIES FOR SUSTAINABILITY TRANSITION AND GOVERNANCE**

**Author:** Marie Thorsen, [marie.k.thorsen@uit.no](mailto:marie.k.thorsen@uit.no)

**Title:** Strategic anchoring for local transformation: power relations and networks

**Abstract:** The theme of this paper is the strategic anchoring of a sustainability policy in small and medium sized Norwegian municipalities. The aim is to investigate the importance of networks in various political and administrative contexts of sustainability policy institutionalization in municipal planning. Does network participation contribute to the institutional capacity for local sustainability policy? The analytical emphasis is on the experiences the municipalities make as participators in networks and how significant the networks are for shaping climate and sustainability policies. We will develop a typology of networks, based on previous research, and use this as a point of departure for the empirical analysis. The analysis will discuss the impact of network participation in relation to institutional factors such as local power-relations, political composition, and local conditions that may serve as driving forces for a policy for sustainability. The study is carried out as a comparative case study of six municipalities of different populations sizes, all of them categorized as small- or medium-sized in the Norwegian context (approximately 1000-25000 inhabitants). The research is based on qualitative interviews with more than 30 informants, participatory observation in a collaborative network and policy document studies. Two strands of literature make the theoretical foundation for the analysis. Theories of urban transition and governance, form the basis for understanding local transformation. Theories of network governance, including governmentality and institutional theory will be used to develop the analytical framework for analysing the impact of the networks on the institutional capacity. The article argues that trans-local policy networks can facilitate making and institutionalizing climate- and sustainability policies, as well as enlarging the scope of action. However, the role of the network participants should be formalized and institutionalized. The presence of driving forces may enhance these processes. In addition, successful participation also requires the right resources and competencies available from the participants.

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**Author:** Line Kvartborg Vestergaard, [linekv@anthro.ku.dk](mailto:linekv@anthro.ku.dk)

**Title:** Doughnut Economics for Circular Development in Amsterdam

**Abstract:** Doughnut Economy has emerged as a design or framework for rethinking economics and creating sustainable development. "The Doughnut" is presented as a compass aiding nations and cities in meeting the social needs of humans while not putting more pressure on the planet than decades of linear production and consumption patterns have already done. This dual and more holistic focus on both social and ecological dimensions of sustainability, has led to several cities worldwide now applying this particular design to become more sustainable. This project sets out to shed light on how the Municipality of Amsterdam uses Doughnut Economy in their endeavors to become 100% circular by 2050. By focusing on how Doughnut Economy is experienced, enacted and negotiated in cross-departmental collaborations with external stakeholders and citizens, it is the ambition to explore how implementation and mobilization of various actors around a political agenda and societal transformation takes place. 9 months of fieldwork will be carried out in the city of Amsterdam by taking part in a number of projects in a municipal Circular Economy team as well as volunteering in citizen-led initiatives who applies Doughnut Economic principles. In doing so, the project will generate a deep understand of how a forward-looking municipality governs and applies a new design for sustainable and circular futures and how a broader ecosystem in a city collaborates in a systemic transition. This will ultimately generate knowledge about the possibilities and challenges inherent in reimagining an economy through "The Doughnut".

**Author: Jin Xue, jin.xue@nmbu.no**

**Title: Scenarios of sustainable second-home development and implications for planning**

**Abstract:** Second homes in Norway have undergone rapid growth and modernization in the past years, which increasingly represents an important sustainability challenge including both environmental protection and mitigation of climate change. However, planning which has a great potential to steer the development towards being more environmentally- and climate-friendly has not yet been able to meet this challenge. The aim of this paper is to explore futures of environmentally sustainable second-home development in Norway and the implications for second-home planning. We take a scenario approach to develop three alternative futures of sustainable second-home development based on different conceptualizations and approaches to sustainable development. These three future scenarios are: (1) the eco-modernist model, (2) the sharing model, and (3) the degrowth model. In the eco-modernist model, more second homes will be built and the use of them in terms of visiting frequency and length of stays will also increase; in the sharing model, the increased use of second homes will take place within the existing building stock through different sharing schemes; in the degrowth model, the volume of the second-home building stock will be stabilized or even reduced, together with a decrease in the use of second homes. The paper will present the narrative of each scenario, analyse each scenario's impacts on nature and climate change, explore the different implications for planning to achieve the sustainable future, and discuss the impacts on wider society. The scenarios are exaggerated, but non-mutually exclusive futures with the purpose of providing a foundation for exploring futures, making strategic choices, setting common visions, and enhancing participation.

Additional info: Kjell Overvåg, University of Agder; Rasmus Nedergård Steffansen, Aalborg University; Marianne Singsaas, Telemark Research Institute

# Theme 2: Planning during and post-Covid

*Theme description: Under this theme, we invite proposals with a focus on planning in the context of the pandemic. Proposals may include aspects that address the diverse epistemologies that derive from the impact of the pandemic on changing the everyday life in cities, on planning processes and the potential constructions of learnings, meanings, and imaginaries for a 'new normal'. The session aspires to discuss a wide array of approaches and challenges from the Nordic context and Nordic cities to understand situated experiences in time of restricted, limited or mediated social interactions. The session seeks to understand the pandemic trends of influence on Nordic planning culture, paradigms, goals, objects, approaches, and methods. Case studies can derive from Nordic research on changing urban infrastructures and policy that can accommodate new needs and impacts from the pandemic as: 1) new discourses on healthy cities, 2) urban densification strategies and neighborhood based on chrono-urbanism, 3) new forms of public formation in spaces and mobilities, 4) indoor facilities, home-based on co-working experiences and new digital urban economies, 4) participatory planning, creation of communities for human solidarity, and 5) new urban conflicts and agonisms*

## SESSION A: MULTI-LOCAL LIVING AND WORKING AND IMPLICATIONS FOR URBAN AND REGIONAL PLANNING

**Author:** Mina Di Marino, [mina.di.marino@nmbu.no](mailto:mina.di.marino@nmbu.no)

**Title:** Multilocal working and COVID-19 Pandemic

**Abstract:** Over the course of the last decade, radical changes in technology, cultural and sharing economy have dramatically influenced both living and working multi-locally. This phenomenon has been mainly observed in the Nordic countries, but during the pandemic it has gained great momentum among academics and policy makers. The case of Norway will be presented by focusing on both urban and rural areas and their "new links". In addition to the literature review, this phenomenon has been studied empirically by providing a comprehensive overview of the New Working Spaces (NWS) that might be chosen by multilocal workers in Norway as alternative places to traditional offices (private and public coworking and public libraries, in addition to home and second home). In addition to spatial analyses, semi-structured interviews were conducted with the managers of NWS in both urban and rural areas during the COVID-19. Findings show that the impacts of the pandemic on the rural areas have been rather different compared to the urban areas, considering e.g. the lower rate of infections, and thus, more freedom to choose various places to work. The study will discuss the possible implications of multilocal working for a more sustainable urban and regional development, people and mobility, as well as urban and regional planning.

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**Author:** Kimmo Lapintie, [kimmo.lapintie@aalto.fi](mailto:kimmo.lapintie@aalto.fi)

**Title:** Planning and the Multi-local Urban Experience — the Power of Lifescapes

**Abstract:** We have heard innumerable times that more than half of the world's population now "lives in urban areas", and that urbanization continues: According to the World Urbanization Prospects reports published yearly by the UN, the share of the urban population was already 55% in 2018 (United Nations, 2019). Interestingly, however, the authors using this reference never pause to ask the key question: what do we mean by 'live'? Living as corporeal people of flesh and blood, or as statistical units defined by censuses and population registers? Unlike the statistical units, the corporeal people are inherently multi-local, and this challenges our usual way of conceptualizing space and place, residence, urbanization, urban growth and—indeed—planning. This paper discusses the theoretical problems opened by this discrepancy, drawing from a variety of sources in philosophy, geography, urban studies and planning theory (e.g. Foucault, Hägerstrand, Castells, Hintikka, Bhaskar, Faludi, and more). It will be argued that our tacit

presupposition of unilocality needs extending, not only to the plurality of residencies and workplaces and movement between them, but also to the possibilities and relevant modalities of their use, as well as the negativities or absences of not using them. This will make it possible to address such contemporary phenomena as telework or using several places of residence regionally, inter-regionally and even internationally. The pandemic can be seen as a 'reality check' demonstrating the role of statistics as a state-science (science de l'État) unable to deal with the corporeal human being who is constantly on the move.

**Author: Andreas Skriver Hansen, [andreas.hansen@geography.gu.se](mailto:andreas.hansen@geography.gu.se)**

**Title: Outdoor recreation and Covid-19 – post pandemic consequences for nature area planning**

**Abstract:** After the pandemic began in 2020, reports on increasing public interest in nature and outdoor recreation surfaced. Examples and discussions came from all corners of the Nordic countries and were echoed globally. Preliminary observations, especially among area managers of nature areas, saw a rapid increase in visitor numbers. In some areas, so many visitors arrived that it was difficult to manage all guests and activities. This presentation highlights key findings and reflections on consequences in the planning for outdoor recreation resources in post pandemic times. The base is three studies from Sweden and Denmark with a focus on outdoor recreation during the pandemic. Using surveys, interviews and PPGIS approaches, results reveal several important planning aspects based on trends observed during the pandemic, e.g. increased outdoor recreation participation, new activity trends and various changes in spatial preferences. It is suggested that particular attention should be given to several planning measures with spatial consequences, including more investment in and potential expansion of blue-green infrastructures and areas designated for recreation. Important is also securing easy access to recreational resources, both inside residential areas and in the vicinity of densely populated urban areas. More practical area-based planning considerations, such as increased parking facilities, better transportation option to and from nature areas, broadening of trails, more active use of zoning as well as intensified monitoring of ecological and social conditions are also highlighted. In the coming years, the work is of special interest to planners working with nature areas for outdoor recreation, who can use the presented knowledge to be inspired and structure future planning activities. Moreover, planners can take advantage of increased outdoor recreation participation during Covid-19 toward supporting a reverse of a general societal loss of nature experience. Finally, potentially positive outcomes of increased nature experience, such as an increased opportunity for connectedness to nature, may be able to focus planning on human nature experience in ways that support human well-being and the development of pro-environmental behaviors.

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Dr. Thomas Beery, Faculty of Education, Kristianstad University  
Dr. Anton Stahl Olafsson, Department of Geosciences and Natural Resource Management, University of Copenhagen  
Dr. Søren Præstholt, Department of Geosciences and Natural Resource Management, University of Copenhagen

# Theme 3: Social and urban justice – rights, segregation, gentrification, and housing

**Theme description:** *Proposals for this theme should address planning research about social and urban justice, equity, and inclusion. Subjects of the research can include for example housing affordability, right to the city, segregation, gentrification and displacement, environmental justice etc. Investigations seeking knowledge on all aspects of diversity are encouraged from race, ethnicity, gender, sexual orientation to geography, physical or cognitive disability, and class. The theme is open to deep qualitative studies and action research projects as well as large scale quantitative analysis that uncovers patterns related to the theme. Examples: 1) Until recently, Denmark's problem areas have been called ghettos - what has this meant, and how have problematic residential areas in the other Nordic countries been dealt with?, and 2) Since 2015, it has been possible to force developers to build 25 per cent public housing in binding local plans - how has it worked and what experiences have the other Nordic countries with inclusive / affordable housing*

## SESSION A: SOCIAL SUSTAINABILITY AND PARTICIPATION

**Author:** Carolyn Ahmer, [cah@hvl.no](mailto:cah@hvl.no)

**Title:** Housing for everyone: A case study of two pilot projects for social housing in Bergen, Norway

**Abstract:** The Norwegian sociologist Edvard Vogt (1923-2016), who had a strong focus on user participation and affordable housing of high standards for everyone, has been referred to as a social movement entrepreneur. His concept is social housing projects where the residents themselves are involved in planning and building their own homes. Neighbourhoods should reflect a diverse social background, and a third of the homes should be reserved for those who are disadvantaged in the housing market. This in order to help individuals and families with economic stability and prosperity. The Selegrend Housing Cooperative, established in Bergen in 1970, was based on a number of these ideological objectives. Vogt organized two experimental housing projects at Hesthaugen and Nordås, with a total of 182 housing units. The size of the apartments varied between family apartments and smaller apartments. The projects were organized and planned to promote community and values for the participants. The houses were designed with a modular system that allowed individual solutions for each apartment. Everyone has their private outdoor area, in addition to common areas that encourage participation in their own community. Between units and large green areas narrow lanes gives intimate meeting places. The projects have won several awards, most recently in 2015 as the best neighborhood in Bergen. Today these two housing areas represent a counterweight to a market-driven housing sector that is characterized by high housing prices, an unpredictable rental market, and the absence of user participation. The aim of this case study is to explore to which extent the Selegrend housing projects can function as a model for residential areas today. This will be discussed in light of the following criteria: adaptability, community, inclusion, and user participation. These are contemporary criteria that have relevance for social sustainability and for the development of new housing projects.

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**Author:** Torill Nyseth, [torill.nyseth@uit.no](mailto:torill.nyseth@uit.no)

**Title:** Cocreation through learning networks in housing policy

**Abstract:** Housing shortage and rising housing prizes is a wicket problem in all the Nordic countries. This paper discusses new initiatives to establish learning networks between 6 urban municipalities in the housing sector in Norway. The aim of the network is to create a learning platform in order to enhance strategic housing policy development. The paper will discuss the effect of learning networks on municipalities housing policy. What role does learning networks play in applying evidences on the working of local housing markets in housing policy discussions? In what ways does learning networks enhance the integration of new competence in the cities? The theoretical perspective is inspired by theories of learning



networks and cross-sectoral arenas. How might learning be triggered by network participation? Ansell and Gash (2012) identified a set of facilitator roles necessary for network performance; stewards, mediators and catalysts. The mediator facilitates through enhancing good relations between the participants, and the catalyst helps the participants to identify and realize the possibilities for output that comes up. In what type of situations are different roles activated and why?? How does the network contribute to more creative and innovative problem solving within the housing sector in their own municipality?

**Author:** Carsten Hvid Nielsen, [chnie@create.aau.dk](mailto:chnie@create.aau.dk)

**Title:** Dark Design - how people in homelessness are being excluded from urban space in the city of Copenhagen

**Abstract:** In recent years, people in homelessness have experienced how urban space is becoming more and more dismissive. This rejection occurs, among other things, through the way we decorate our urban spaces and through the urban space inventory. An example is sloping benches, which are fine for sitting on when waiting for the bus for five minutes, but which you fall off if you want to sleep on the bench. The phenomenon is well known all over the world and we describe this phenomenon as dark design (Jensen, 2019), which is design interventions in urban spaces that in some way pull or push socially disadvantaged, people in homelessness or other 'unwanted subjects' around the city or totally out of the city. Through a major Danish research project, we will among other questions investigate and partly document dark design in concrete urban spaces. Rosenberger describes that it can be difficult to identify this type of design if you do not experience the consequences of it yourself (2019, p. 884). Therefore, I involve socially disadvantaged individuals and people experiencing homelessness as participants, because they are the ones who experience the consequences of Dark Design and feel excluded from the urban public spaces. Here I will describe the first findings of the PhD project through four different categories of socially exclusive design in urban spaces: 1) urban space inventory, such as benches and bus stops, 2) technical installations, e.g. sound and light, 3) barriers such as fences and payment machines, and 4) the absence of 'material', such as benches being removed and planting in parks being cut down. References: Jensen, O. B. (2019). Dark Design: Mobility injustice materialized. In: Cook, N. & Butz, D. (red.). *Mobilities, Mobility Justice and Social Justice*. Routledge. S. 116-128 Rosenberger, R. (2019). On hostile design: Theoretical and empirical prospects. *Georgia institute of technology. Urban Studies*. Vol. 57(4) (s. 883–893).

**Author:** Peter Parker, [peter.parker@mau.se](mailto:peter.parker@mau.se)

**Title:** Linked public spaces and inclusion

**Abstract:** This paper takes its starting point in the common assertion that public space is integral in creating awareness of difference and making it possible for people find forms of interaction across difference. This is, in turn, intimately related with issues of inclusion. Although there is a highly developed stream of research on public space (Bodnar 2018, Qian 2020)), previous research has most often focused on conditions, characteristics and governance of particular examples of public spaces. Ironically, this has led to less focus on spatial aspects of the public space itself such as considerations of how spaces are distributed and connected. In this paper we explore, a complementary approach, that starts with mapping accessible pedestrian spaces and socio-economic segregation on a municipal scale. Although mapping necessarily implies assumptions and simplifications, we argue that this nonetheless provides a basis for connecting specific spaces with broader issues in planning and developing public space. In this paper we particularly focus on public spaces that link across socio-economic divides based on the idea that these spaces can provide a kind of interstitial, overlapping and undefined everyday interaction (Young 2002). We explore perspectives of planners, experts and people using these spaces. The main contributions of the paper lie in opening up the questions of where significant public spaces are located in a broader urban context and exploring (counter-) mapping (Dalton and Stallman 2018) as a means of critique with respect to development of public space. Bodnar, J. (2015). Reclaiming public space. *Urban studies*, 52(12), 2090-2104. Dalton, C. M., & Stallmann, T. (2018). Counter-mapping data science. *The Canadian Geographer/Le Géographe Canadien*, 62(1), 93-101. Qian, J. (2020). Geographies of public space: Variegated publicness, variegated epistemologies. *Progress in Human Geography*, 44(1), 77-98. Young, I. M. (2002). *Inclusion and democracy*. Oxford University press on demand.

Additional info: co-author: Martin Grander

## SESSION B: NEIGHBORHOOD STIGMATISATION AND GENTRIFICATION

**Author:** Sampo Ruoppila, [sampo.ruoppila@utu.fi](mailto:sampo.ruoppila@utu.fi)

**Title:** Stigmatised by research perspectives too? How Finnish studies on housing estates have approached them

**Abstract:** Urban research has influence on how urban phenomena are recognized and approached by policy. In this paper, we examine how housing estates have been approached by and represented in Finnish urban research since the early 1980s until the 2020s, reviewing doctoral dissertations and other most known studies on the topic. Thematically the studies divide between planning and development history, urbanisation related modernisation of life-styles, segregation concerns, media representation, and studies on social life in communities. We will discuss further links, diversions and controversies within and between the themes. The main result is that segregation concerns have strongly influenced how social scientists' and geographers' have studied the housing estates. On the one hand, descriptive segregation studies, including cartography, have repeatedly presented (certain) housing estates as concentrations of deprivation. On the other hand, qualitative research on communities has also focused on areas considered deprived. We argue that the continued problem-orientation and concern-rhetorics of the studies carry a risk of stigmatising the housing estates themselves too as well as limiting the (policy) perspectives on unproblematic and positive features or opportunities. (This tendency has been likely enforced by how the studies have been discussed in media, but that is a topic of further research.) Most recent studies, however, have enriched the overall bleak representation by introducing alternative perspectives such as an idea of egalitarian community character within areas considered disadvantaged and the agency of migrant entrepreneurs in creating new multicultural commercial hubs. Furthermore, the studies on housing estates' planning and development history have rather taken a neutral perspective and represented the built environments as a result of development ideas and practices of the era. The paper discusses the researchers' options to avoid perhaps unconscious "othering" of the socioeconomically disadvantaged when studying the topic.

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**Author:** Hossam Hewidy, [hossam.hewidy@aalto.fi](mailto:hossam.hewidy@aalto.fi)

**Title:** The unwanted diver-city: unjust anti-segregation policy and the erasure of multicultural manifestation in Helsinki

**Abstract:** Helsinki witnesses declining independent retail and monopoly of retail chains. Accordingly, many premises at strip malls, built in the 1960's, have been left vacant. Despite this, ethnic retail has clustered at two malls converting them into livable hubs in an organic place-making process. Helsinki city master plan 2016 includes anti-segregation policy as one of its major objectives. In 2019-2020 two planning competitions were held with the objectives of forming urban centers through densification around metro stations further from the inner city. Through two case studies, this paper examines the consequences of the results of both competitions on both urban hubs of immigrant amenities. The case studies show that urban planning was unsuccessful in integrating these clusters into the planning competitions. The findings further show that on the contrary immigrant entrepreneurs were ignored in participation and that the city has not issued channels to communicate with them. The urban growth has ignored the potential of ethnic retail and both clusters face the threat of erasure. The research argues that the anti-segregation policy cannot perceptibly replace the absence of multicultural planning for several reasons. The social-mix planning is in fact a masked gentrification seeking the homogenization of the renewed areas. The social-mix is not of any help to a deprived household of an immigrant background nor can it contribute to a healthy integration process; rather, it is oriented towards developing new areas attracting the well-off middle class. Thus, the normal consequence in such situations is that the immigrants lose their amenities and social networks, and retailers lose affordable premises. The renewed spaces were conceived by the city, yet they were 'perceived' and 'experienced' differently from immigrants and ethnic retailers, suggesting the spatial inequity and injustice inherent in planning.

**Author: Connie Reksten, chr@hvl.no**

**Title: Urban Children: A study of apartments homes for families with children in the compact city of Bergen**

**Abstract:** There is a growing interest in the social implication of 'the compact city' and green sustainable city planning. The paper is based on empirical studies of families with children living in new built residential development projects in the compact city of Bergen. Empirical sources are qualitative interviews and fieldwork with a discrete focus of ethnography. Theoretically, the paper connects to the discussion of social diversity, social inequality, and the concept of the just city. As a medieval town Bergen is already rather dense, and as an old Hanseatic town Bergen is a historically multicultural city. Land-use per capita is par example the highest in Norway (Bergen municipality, 2015:34). Last decades a lot of new schemes and residence are constructed along the light train area, by de local authorities defined as a high-destiny area of Bergen. Here, residents have moved in, start their new home and dwelling, some of them families and some families with children, but they are not dominating. In our presentation/paper we will discuss some of our findings from the qualitative interviews and fieldwork. Our study is a case study of three density areas, and the discussion is based on interviews and fieldwork from three different areas of the compact city of Bergen. Our findings did make some surprises. They show how the density areas of Bergen are transformed into enclaves of social inequality, at least in two different ways. In our empirical study we identify both segregation and gentrification as processes going on in the compact city of Bergen. The question is of course if this was the plan, or so to say if this was planned for, not necessarily with consciousness, more like consequences of the urban development strategy of 'the compact city'. We also ask if the time has come to re-introduce Susan S. Fainstein's idea about 'the just city'. Keywords; urban children, family dwelling, social diversity, social inequality, gentrification, segregation, density areas, compact city, just city, urban planning

**Author: Rosa Danenberg, rosad@kth.se**

**Title: The privatisation of property causing retail gentrification on main streets in Stockholm: a paradoxical loss of diversity and authenticity**

**Abstract:** As a global phenomenon, the public realm of cities is increasingly defined by the privatisation of property. One of the consequences that can be observed on street level is the change of storefronts. Storefront have undergone a change from small local retailers to homogenous retail capital, causing a loss of authenticity and diversity. This, also known as retail gentrification, is seen as a consequence of the growing dominance of private property ownership. This paper focuses on how changes in property ownership affect storefronts on four main streets in Stockholm during the last four decades. Stockholm as a case study is interesting since a large-scale tenure conversion from public to private property ownership took place. This made cooperatives become the dominant type of property owner. This tenant structure affords residents direct involvement in storefront tenant management. In practice, this creates an opportunity for residents to actively engage in counteracting the retail gentrification processes on their main streets. Residents could oppose to retail capital become storefront tenants. However, the results of this quantitative study, combining property and storefront data, show that cooperatives nonetheless follow the general trend of attracting retail capital. The interviews with small business owners provided context to this paradoxical finding, as it explains how the short-term economic motives of the residents are legitimised by political shifts and irrational decision-making. Therefore, this research concludes that the loss of diversity and authenticity of the public realm on main streets could be turned, however, more research should be conducted on how cooperatives operate and could be incentivised to cater to a long-term perspective that nourishes a thriving main street with a blend of functions and tenants.

**Author: Nikolaj Grauslund Kristensen, ngk@plan.aau.dk**

**Title: Mobility and immobility in Danish low-income neighbourhoods**

**Abstract:** Some urban neighbourhoods are politically and socially considered isolated areas in the city based on their geographical location, demography and perceived asymmetry of the social norm. Seemingly, labelled as an isolated community only has negative associations when it comes to deprived areas compared to more affluent ones. This article explores residents' mobility capacities in disadvantaged urban

neighbourhoods and the connectedness of these areas in the city. It focuses on residents' movement patterns and experienced capacity to visit other places in the city from where they live. The attention in political planning strategies is often on the integration of disadvantaged neighbourhoods, and the residents living there, into the rest of the city and society. What is weighted is a specific location socio-economic integration. This focus treats urban spaces as static areas and thus does not fully capture how different areas in the city are evolving. Thus, the networked nature of social life is not included in these political planning strategies. This paper turns the focus the other way around and questions how well the residents in deprived areas are connected to their surroundings. That means, residents' ability to engage in activities and maintain social relations outside their own neighbourhood. Three lower socioeconomic neighbourhoods in Denmark's two largest cities have been selected to study as similar cases. A mixed quantitative and qualitative method design is applied, namely survey and semi-structured interviews with residents in the three urban areas. The paper aims to widen our understanding on residents' experienced (im)mobility in disadvantaged neighbourhoods in cities.

## **SESSION C: NORDIC HOUSING POLICY**

**Author:** Janni Sørensen, [jannis@plan.aau.dk](mailto:jannis@plan.aau.dk)

**Title:** **Contrasting Inclusionary Housing Initiatives in Denmark, Sweden and Norway: How the past shape the present**

**Abstract:** Inclusionary housing policies, aiming at creating both affordable housing and mixed neighbourhoods through land use regulation, do not have a long history in Scandinavia. Although Denmark, Norway and Sweden have traditional welfare state perspectives on equal opportunities and housing, the use of the planning system to implement policy is hesitant. This article outlines the diverse political backgrounds and influences from housing and planning systems that explain this paradox. Further, differences between the housing and planning systems in the three countries are very well illustrated by the varying interpretations of inclusionary housing policies. At present, Denmark has developed a plan-led model which aligns with its housing system, whereas Sweden displays difficulties to accommodate policy within its planning and housing systems. Norway strives for ownership models that aligns with the housing system and there are discussions on changes to planning law. Results show that policy mainly creates affordable housing but that mixed neighbourhoods are more difficult to achieve in the given contexts. This paper lays the groundwork to follow the implementation of emerging policies in the Scandinavian countries over the next decade.

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**Author:** Matthew Howells, [matthew@plan.aau.dk](mailto:matthew@plan.aau.dk)

**Title:** **The neoliberalisation of housing policy and the changing roles of housing associations – a Nordic perspective**

**Abstract:** In the last few decades the role(s) of housing associations have changed in many European countries from essentially philanthropic, oftentimes non-profit, organisations, to hybrid organisations or 'social enterprises' that combine the traditional philanthropic agenda with a more business-like and professional organisational setup (Gruis, 2008; Czischke et al. 2012). These changes are often linked to a retrenchment of housing policies and an ideological attack on housing associations which largely are seen as a relic of the welfare state (Jensen, 2013). The aim of this paper is twofold. First, we place the discussion of the changing roles of the housing association within the larger discussion of the neoliberalisation of urban governance and housing policy. Second, we analyse how housing policy has been transformed in the Nordic countries, and using Gruis' (2008) typology of housing association archetypes as a reference, analyse how housing associations are transformed in conjunction with these changes. Based on this analysis we present our own typology for housing association change, incorporating variables related to existing housing regimes as well as characteristics of housing associations, creating a framework for understanding the diversity of housing association transformations in the Nordic context.

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**Author: Matthew Howells, matthew@plan.aau.dk**

**Title: A Research Design for Investigating Neoliberalism and Affordable Housing in Denmark**

**Abstract:** The role of housing associations in Denmark is changing, negatively impacting (in particular social) urban sustainability. Their evolution from housing providers based on universal welfarism to organisations concerned with the profile of their residents and actively engaging in area development risks increasing segregation and inequality as a result of gentrification. This calls into question the future (political and social) role of housing associations in Denmark, and their ability to provide affordable and accessible housing 'for all'. A review of academic and grey literature establishes housing associations in Denmark as a product of a universal welfarist ideology, but that their role in this sense is changing. The paper argues that this change in the roles of housing associations in Denmark should be understood as an (ongoing) neoliberalisation, and outlines a research design for investigating housing association change using theories of neoliberalism. The work builds on Springer's (2012) conceptualization of neoliberalism as discourse, and, rather than viewing neoliberalism as a unitary theoretical abstraction, focuses on the contingent empirical realities of 'actually existing neoliberalism' (Brenner and Theodore, 2018). In presenting a methodology, the paper presents an argument for how neoliberalism should be understood epistemologically, how it can be operationalized as a concept and used in research, and which methods should be used accordingly.

# Theme 4: Planning theory in a Nordic perspective

***Theme description:** Planning theory has traditionally been developed in and primarily for the Anglo-Saxon countries. This track aims at placing theory in the Nordic context by inviting contributions, which discuss planning theory from (but not limited to) a Nordic perspective. The Nordic countries is often assumed to share a common perspective on planning or a common planning culture. This track sets out to explore whether the same might be true when it comes to planning theory. Contributions to this track can include (but are not limited to): 1) attempts to theorise transformations in Nordic planning as a result of wider societal changes, hereunder increasingly neoliberalised and postpolitical societies, 2) the emergence of new planning spaces and their roles in planning, and 3) new theoretical perspectives and their relevance for planning.*

## SESSION A: WHAT SHOULD PLANNING DO? NORMS AND SUCCESS CRITERIA OF PLANNING

**Author:** Jarre Parkatti, jarre.parkatti@aalto.fi

**Title:** Issues in Studying Strong Planning

**Abstract:** In a world where planning has lost much of its former power to the market and private initiatives, planning theory naturally changes its focus. Nevertheless, the world of planning is not one but highly contextual. Neo-liberalisation has not been as strong everywhere or its effects equal. In Europe, varying types of planning systems can be identified, planning sometimes even differing decisively between neighbouring municipalities. In Helsinki and Stockholm, for example, traits of the old order have survived, implying powerful and active, rather than just reactive, town planning. In such conditions, the design content of planning is relevant as architects have a leading role, while urban design has not differentiated into an autonomous field in the Anglo-Saxon manner. Nevertheless, for reasons involving both professionalisation and societal changes, planning theory has become procedural. The planned environment, with its (socially significant) architectural properties, being left to urban design theory, has received less attention. The problem with such distribution of work might be a certain fragmentation of research as well as urban design theory's focus on aesthetic properties, some even suspecting pseudo-scientificity. What, then, would be a proper planning theoretical task in studying strong traditional Scandinavian planning? One obvious issue is why a supposedly powerful planning institution (partly) fails in reaching goals about which there appears to be a political-professional consensus. Prominent objectives are ecological sustainability and, especially, pronounced urbanity, today of primary importance to planners. Such an 'immanent critique' of sorts (departing from planners' own stated goals) forces the researcher to specify the elusive notions and success criteria. Positions of interested parties and knowledge used may then be treated in a less relativistic fashion, also raising questions about the role of communicative and post-structuralist theory. Yet, the irrelevance of such theorising or the persistence of traditional planning should not be taken for granted.

**Author:** Jonne Hytönen, jonne.p.hytonen@jyu.fi

**Title:** Comprehensions of sustainability in land use planning

**Abstract:** Comprehensions of sustainability in land use planning can be understood to construct either on so-called weak or on so-called strong sustainability thinking. Within the weak sustainability approach, an individual land use project can be called sustainable if it is seen to be relatively environmentally efficient, because of causing environmental harm less than some other equivalent project. Moderate biodiversity loss, climate emissions and exploitation of natural resources can be tolerated, especially if the environmental burden is counterbalanced with benefits gained from an economic, social or cultural sustainability viewpoints. A Nordic public planner may, of course, play her part to promote such sustainability perspectives in detailed land use. However, from a point of view of strong sustainability and so-called planetary boundaries, it is irrelevant if the boundaries are met through just few eco-inefficient or

numerous eco-efficient land use projects. In this paper, I bring in selected key elements from sustainability science literature, including some insights from planning theory relevant and critical biodiversity offsetting literature. After exploring the differences between so-called strong and weak sustainability approaches, I end up arguing that planning scholars should start to hurry up addressing legitimacy issues of more restrictive planning policies, instead of keeping on finding ways for market-driven flexible facilitation of land-use. To better protect the so-called planetary boundaries, the projects of detailed land use must fit to the ecological frames sketched at a scale of larger entities such as city-regions. Hence, the existential planetary crises follows with a need to critically review the increasingly facilitative premises of planning theory also in the Nordic context.

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**Title:** Allmänning – a historical concept for future planning?

**Abstract:** Allmänning is a medieval word that signals a shared or general/public access to, and use of, land. Allmänningar have existed since the Middle Ages and have been used as a fairway for passers-by, as a shared piece of land for cattle, as a meeting- and market place and for joint agriculture and forestry. Today, allmänning is defined according to the National Encyclopedia as "a non-parcelled area of land that is jointly owned by the listed properties within the village, parish or district". The National Encyclopedia also mentions that greens and small parks in urbanized areas are sometimes "incorrectly" called allmänning even though they are not owned by surrounding properties. With the support of the right of public access, however, they can be used by landowners as well as the public. But perhaps it does not have to be "wrong" to think of a broader understanding than ownership/property rights of what an allmänning - a place of public access - can be? Today, public access is limited through transport infrastructure, urbanization and requirements for densification, and planning concepts are needed that can capture the importance of public access, in addition to a property-based definition. The purpose of this paper is to begin an exploration of the concept of allmänning and whether it can be conceptualized as a planning concept. The text is based on historical as well as contemporary definitions of allmänning. The text is based on interviews about public access [allmänt tillträde] with 20 planners in Malmö, Lund and Staffanstorp municipalities and on a historical example, Kungsbeden, a medieval fairway with public access. Questions about geographical levels, ownership and areas of use are addressed in the text. Themes that are analyzed include the planners' definitions of "allmänning" in relation to "allmän platsmark" [public land] as defined by the Swedish Planning and Building Act. Several planners see allmänning as something close to nature, while others see opportunities for connections between urban and rural areas. Historical rules for use and maintenance as well as tradition are discussed in connection with the historical example Kungsbeden. Finally, use value and use rights are discussed. The long term purpose is to analyze the Swedish / Nordic concept allmänning in relation to international research on "commons" and "commoning".

**Author:** Sigridur Kristjansdóttir, [sigridur@lbhi.is](mailto:sigridur@lbhi.is)

**Title:** The major steps in development of planning theory and legislation in the Nordic countries

**Abstract:** The notion of sustainability has been a buzzword in planning for the recent decades, but more than that it has led to changes in building and planning legislation and has therefore had great impact on our physical environment, our cities and our rural landscapes. The Nordic countries have all, to some extent, incorporated sustainability into their planning legislations as discussed in Kristjansdóttir (ed.) 2017. The major steps in Nordic planning legislation are discussed in this paper through the lens of sustainability. The first step focussed on improving the welfare and health of the citizens and was introduced at the beginning of the twentieth century. A second step is the shift to environmental issues which follows the focus on zoning and transportation introduced in the 1960s. This focus was sharpened following the publication of the Brundtland report in 1987. The third step of revisions swept the legal planning systems in the Nordic countries shortly after the recent global financial crisis and recently planning is guided by economic development and business-cycle dynamics. Hitherto planning has been rationalised as a response to market failures. However, it has evolved to the point where private agents take care of the planning. Is that now optimal because the market failures no longer exist? Or has this reason for planning simply been forgotten? Or is this a result of financial starvation of planning, perhaps as it moved from the national to

local governments? Which leads us to the final question: What will the next step in Nordic planning legislation be?

## **SESSION B: REGIONAL SPACES, IMAGINARIES AND THE FORMATION OF COLLECTIVE WILL**

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**Title:** Who thinks about regional space? - A unifying theorisation of shrinkage

**Abstract:** Population decline, growing geographical disparities and lack of strategic spatial planning are all key factors of shrinkage – a contemporary socio-spatial phenomenon afflicting cities and villages alike. Over the past decade, research on urban and rural shrinkage from a planning perspective has prioritised the understanding of localised causes of shrinkage whilst paying attention to situated solutions. Urban shrinkage is typically observed in post-industrial cities with transitioning economic structures and forces planners and policymakers to reconsider what drives the development of their city; they need to consider de-growth politics as planning for growth is not well-suited to a state of decline. Rural shrinkage distinguishes itself as a more gradual process and the result of long-term demographic changes, typically because of continued urbanisation. This results in diminishing resources and the closing of local institutions, leading to further decline. Meaning that regional cooperation is necessary when faced with rural shrinkage, as everybody is competing for the same resources and cope with the issues on their own – they can instead attempt to ‘share the pain’ and mitigate their losses through partnerships with local actors. The goal of regional shrinkage is to put emphasis on issues of ‘uneven development’ an inherent part of the peripheralisation debate: If urban shrinkage is addressed through continued growth politics, then there is a risk of worsening the conditions of the rural hinterland as it might accelerate the urbanisation process; and if rural shrinkage is only addressed through the establishment of village-to-village partnerships, without the involvement of dominant cities, then there is a considerable risk that only the symptoms are addressed and not the main cause of their decline. Applying regional shrinkage to Danish planning policy reveals how shrinkage has been addressed on a strategic level over the last 20 years.

Additional info: Morten Kirkeby Petersen & Daniel Galland

**Author:** Aino Hirvola, [aino.hirvola@aalto.fi](mailto:aino.hirvola@aalto.fi)

**Title:** Towards the ‘closure’ in planning through the formation of collective will

**Abstract:** This paper examines the relationship between planning democracy and achieving a ‘closure’ in planning. Within planning democracy, there is room for diversity: opening-up for various views and exploring new alternatives. Closing-down, on the other hand, is found more challenging as it requires some sort of uniformity. This is problematic especially in approaches based on antagonism theory where the dimension of the political cannot be eradicated: closing-down is often found anti-democratic practice as it may suppress political dissent. This paper aims at developing new conceptual tools for applying antagonism theory in planning and suggests that the formation of a collective will can be a leap from opening-up towards closing-down without abandoning the dimension of the political. For this, ‘the logic of difference’ and the ‘logic of equivalence’ by Ernesto Laclau and Chantal Mouffe (1985) are explored. The former refers to the expansion of political space and increasing complexity, while the latter concerns its simplification (Laclau & Mouffe, 1985: 130). The political space can be simplified by populist articulation, through which the unity of the group is constituted, and the collective will is constructed (Laclau, 2005). Collective will forms a strong opposition and thus it differs from a ‘shared understanding’ that is often sought in planning. The emerging new group with a collective will has the capacity of challenging the social order, a temporary hegemony, with which planning engages. This is the order that determines who has a say in planning, and who is excluded. The ‘closure’ here refers to the reconfiguration of this order. Such process is political par excellence. Laclau E (2005) *On Populist Reason*. New York and London: Verso. Laclau E and Mouffe C (1985) *Hegemony and Socialist Strategy*. London: Verso.



**Author: Maria Håkansson, mbh@kth.se**

**Title: What do we teach when we teach planning theory, and what do the students learn?**

**Abstract:** After teaching planning theory oriented courses at KTH, Stockholm, on basic, advanced and research level, it's time to look back on some of the main lessons, from a teacher's perspective, but including reactions from students. A starting point is to present and support the student's own exploration of theory in relation to practice, and stress theory as a practical "tool", whether in academia or practice. On basic level, the civil engineer students taking the planning track year three, for the first time are presented to theory, as theory. They do a project in groups, analyzing a case. They get both the case and a theoretical perspective to use (randomized). A common reaction is that they more in-depth understands what happened in their planning case, compared to earlier projects. Clearly, they adopt new glasses. One student 2022 said "I learnt how broad the role of the planner is, and how much planning is related to politics and values." On this level, the projects goes quite easy for them to finalize, even if they are struggling a bit on how to apply theory. On advanced level, an international master program in planning, with student of multidisciplinary background, the struggle to adopt theory is usually harder. However, they know more, and reach further in their insights. Here they work one by one, writing an article, and can choose case and theory. The latter picked up from literature seminars. Student 2016: "I was forced to read a lot, but it was rewarding in the end as I had to try to use it myself". The course at research level instead shows generally higher ability of reflection, and skills in reading and writing. The focus is rather on "What is planning?". Usually a high proportion of students wish to understand that by taking the course

# Theme 5: Governance, participation, and the role of the planner

**Theme description:** *This theme is a broad call for discussing current and upcoming spatial governance trends and issues in a Nordic context. We invite researchers and practitioners to share their experiences and insights on contemporary and emerging challenges and opportunities, in connection to various development conditions and different scales of spatial planning and governance. Special attention is given to (although not exclusively) local-regional levels, planning institutions, settings and practices, participation, co-creation, and the role of the planner. We encourage discussions of changes and transformation in governance activities that seek to adjust to pressing issues of spatial development across sectors, interests and actors. Examples: 1) New participatory settings and practices and their implications to planning, 2) Tools, methods, skills of planning and planners, and 3) Placemaking, mobilisation, co-creation and transformative planning*

## SESSION A: DELIBERATIVE PLANNING, THE PLANNER AND DECISION-MAKING

**Author:** Raine Mäntysalo, [raine.mantysalo@aalto.fi](mailto:raine.mantysalo@aalto.fi)

**Title:** Public planner – a deliberative authority

**Abstract:** Beyond merely mediating between particular interests, deliberative planners are in need of a firmer agency in shaping attention to common good concerns. However, locating such agency legitimately in the context of deliberative ideals is difficult, and not well supported by theory. A key problem is the weak conceptualization of legitimate forms of power-over, regarding the deliberative planners' agency. To address this theoretical challenge, the presentation employs Mark Haugaard's rethinking of power-over, Willem Salet's dialectics of public norms and performative aspirations, the 'systems' turn of deliberative democracy theory, and Mark Warren's related work on authority.

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**Author:** Miriam Jensen, [miriamj@plan.aau.dk](mailto:miriamj@plan.aau.dk)

**Title:** Making the invisible visible: temporal mismatches within a Danish case of water resource management

**Abstract:** Planning as an organisational and action-oriented field is being increasingly challenged by complex processes of global change triggered by convergent political, economic and environmental crises. The complex character of this poses unprecedented demands on contemporary planning processes and practices, which remain rooted in a singular and enduring narrative of progress as well as a demarcated orientation towards the future. This chapter takes a point of departure in Jordheim & Wigen's (2018) notion of crisis as an emerging temporal regime with its orientation towards the present and desynchronisation. It outlines a conceptual framework for analysing planning under the collapse of the temporal regime of progress, focusing instead on planning for crisis, where planning is attuned to multiple temporalities. Focusing on an ongoing case of deliberative planning for water resources management in Denmark, the chapter unveils these dynamics, illustrating how the prioritisation of decontextualized and delocalized temporalities are prone to generating tensions and controversies with and between localised and embedded temporalities.

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**Author: Mikko Airikkala, mikko.airikkala@aalto.fi**

**Title: Decision making environment of urban development projects from futures perspective**

**Abstract:** Urban development projects are complex by nature and require input from various stakeholders, which makes them challenging for decision making. Furthermore, decisions made during zoning and real estate development processes tend to have long-lasting effects on built environment and have vast economic, environmental, and social impact. Role of planning organizations, real estate industry, and co-operation of these is essential in the quest towards more sustainable future. Consideration of futures perspective in planning and real estate development decision making could support this goal. This is especially true for strategic urban development projects that include several conflicting interests and are often planned in close co-operation between public planning organizations and private real estate developers. Futures consciousness refers to human capacity to understand, anticipate, prepare for, and embrace the future. Futures consciousness is an important capacity in complex decision making that improves understanding the long-term consequences of the decisions made. However, futures consciousness as a personal characteristic does not completely explain how futures orientated planning and real estate development systems are. Capability to consider future impacts of decisions made by planning and real estate development systems is also affected by the processes and organizational environment where the decisions are made. This paper will investigate how futures orientated planning and real estate development systems are. The research theme is examined through case studies of large-scale urban development processes in Helsinki metropolitan area. Research interests include: what kind of decisions making environments strategic urban development projects are, do these projects allow consideration of futures perspective, how different stakeholders perceive futures perspective in these projects, and what are the roles of different stakeholders in making futures related decisions. Methods include literature review combining evidence from existing literature of real estate, spatial planning, and futures research and interviews of case projects' decision makers.

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**Author: Sofia Wiberg, sofia.wiberg@abe.kth.se**

**Title: Easy to say, hard to do: An autoethnographic study about ambiguities as a resource for practical wisdom in planning practice**

**Abstract:** This article offers a situated inside perspective of ambiguities in planning practice. The aim is to explore how ambiguities can be made visible and put to work as a resource for practical wisdom in planning practice. A starting point is that planning is a messy, complex activity, involving high uncertainty, conflicting interests and a multitude of actors. Planning is also about making everyday judgements in new and complex situations (Campbell 2012, Healey, 2020). A wise judgement is however not something that the planner obviously possesses but is an ability that demands constant 'training' in practice (Håkansson, 2005; Metzger, 2014). While recent planning research highlight frustrations (Zapata, 2021), tensions (Saldert, 2021), dilemmas (Khakee, 2020), ambiguities (Fridlund, 2017, Wiberg, 2018), there is still a lack of research how such phenomenon can come into the light and be utilized in everyday planning, to foster transformation and changed practice. In this article we are interested in how ambiguities can be made visible and put in used in everyday planning practice. Can ambiguities been used as a resource for practical wisdom in 'messy' realities, i.e. to judge what is better or worse without losing sight of possible problematic outcomes of what you put in practice? The empirical material is based on autoethnographic writing from the perspective of two researchers that have former been working for a municipality in the metropolitan area of Stockholm.

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## **SESSION B: PLACES, MOBILITIES AND EXPERIMENTAL GOVERNANCE**

**Author:** Lea Holst Laursen, [llhl@create.aau.dk](mailto:llhl@create.aau.dk)

**Title:** Mobile Place Agency

**Abstract:** Places exist in a world of movement, acknowledging that a place is not only constituted by what takes place in-place but is influenced by and related to other places on various scales. The mobilities thinking enables us to emphasize the interconnected nature of places as it puts the role of flows throughout time and place in the forefront. In this regard the mobilities perspective can be the frame for how we understand places not as isolated entities but as assemblages of complex relations, constantly being produced, consumed and bound up by networks, relations and flows of human and non-human agents. This paper argues that the management and development of places can be informed and enhanced through a focus on how mobilities in various forms have an increasingly important role for locating places within different networks. From this perspective the theoretical and conceptual contribution of this paper is an introduction to what we term 'place agency' as an important component in our attempt to mobilise place management. This notion of place agency implies that place is not seen as a passive and static setting for social practices and actions, but rather as an active and dynamic player. Meaning places are but places also act and that it is not just about who, but also what, plays an active role in the configuration of places and mobilities.

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**Author:** Carsten Jahn Hansen, [jahn@plan.aau.dk](mailto:jahn@plan.aau.dk)

**Title:** Place making – can planning handle strategy and participation at the same time?

**Abstract:** The concept of 'place' is central to spatial development and planning discussions. Places are both physical and intertwined with multitudes and layers of meaning, hence a straightforward definition of a place is – 'a meaningful location' (Cresswell, 2015). During the last 10-15 years, 'place identity' and 'place qualities' have surfaced as operative liveability-oriented concepts in planning practices. They are typically concepts meant to help a move from merely 'sensing places' (Tuan, 1977 and 2001) towards acting upon this understanding in an effort at better 'placemaking'. It signals a strong attention to the values people may attribute to a place, whether as residents, visitors/guests, tourists, or even distant observers. It puts emphasis to 'who's voices are heard and how', through participatory and co-creative activities, and how a place-based approach can influence planning decisions. On the other hand, planning is also instrumental in realising sustainable development objectives, defined from higher levels, and often through strategic planning approaches. Through a number of Danish examples, this chapter discusses lessons learned in trying to develop and legitimise community-oriented frameworks and approaches for rethinking and rebuilding of places. It illustrates how purely place-based approaches should be replaced by a place-sensitive planning perspective that grasps and works with the power of both 'the local' as well as aggregated knowledges, institutions, and aspirations.

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**Author:** Harriet Dunn, [harrieta@kth.se](mailto:harrieta@kth.se)

**Title:** The Contested Politics of Transit-oriented Development Planning

**Abstract:** Transit-Oriented Development (TOD) is a tool of urban development, with a focus on integration of land-use and transport policy. The popularity for TOD has risen considerably as governments aim to provide sustainable communities for the benefit of society, the economy and the environment, in line with global sustainability goals. In terms of governance, TOD projects are characterised by complex, multi-level and multi-sectoral arrangements, involving various actors with diverse interests. How planners navigate these conflicting interests' matters: despite its popularity, TOD has been associated with gentrification, exclusion and the exacerbation of social-spatial inequalities. Powerful actors and interests may dominate in decision-making spaces at the expense of local populations and marginalised groups. Furthermore, the

implementation of a distinctly urban development model poses additional challenges in rural or peri-urban contexts, where the character and social-cultural reality stands in stark contrast to the cosmopolitan ideal. Despite a proliferation in literature aimed at ‘making TOD happen’, the contested politics of TOD planning and implementation remains an underexplored subject. This project aims to contribute to the existing literature by extending a more critical lens to TOD planning practises, interrogating how competing interests and actors manifest in decision spaces to affect policy commitments. Attention is also paid to the various strategies, instruments and governance arrangements by which actor tensions are navigated and their implications for situated power relations. This paper presents early results emerging from one case study of TOD implementation in Knivsta, Sweden. Knivsta is a small municipality, situated in the ‘rural-urban region’ between Stockholm and Uppsala. In 2017, Knivsta signed an agreement with the Swedish state and regional body, committing to provide 15,000 new homes by 2057 in exchange for significant rail investment. The paper focusses specifically on the two planned station-communities associated with the agreement, as examples of transit-oriented development in practise.

**Author:** Jacob Witzell, [jacob.witzell@vti.se](mailto:jacob.witzell@vti.se)

**Title:** Strategic planning in times of experimental governance – exploring linkages, institutional conditions and capacities

**Abstract:** Various kinds of urban experiments constitute a current trend in urban development and planning. How to understand relationships between experimental settings, established planning institutions and processes, and transformational change to meet urgent societal challenges, is a currently emerging research theme (Eneqvist, 2022). Experiments such as urban pilots, test beds and living labs have been analyzed and discussed through the lens of ‘experimental governance’ (Kronsell & Mukhtar-Landgren, 2018). Literature has called for a more nuanced and broader understanding of the role of experiments and their impacts ‘beyond’ the experiment (e.g. broader implications than the ‘scaling up’-focus in multi-level perspectives, for example processes of embedding, amplification, challenging, reframing, anchoring; see Sengers et al., 2021). What happens beyond the experiment have specific implications for strategic planning and governance. In planning literature, institutional capacity (c.f. Healey, 1998, 2003) provides a popular framework for analyzing relational conditions and capabilities in collaborative strategic planning settings. We combine theories of experimental governance and institutional capacity to further explore and understand how experimental settings with transformative ambitions reciprocally relate to and influence institutional contexts and established strategic planning frameworks, roles and capacities. More specifically, this framework is applied to study the relationships and linkages between (1) a situated “living lab” designed to test solutions for sustainable and socially just mobility and accessibility in a semi-urban neighborhood in Stockholm, (2) the institutionalized, “every-day” strategic and operative planning and policy making framework and processes among local and regional authorities, and (3) how these relationships link to ambitions of transformative climate governance. Specific attention is given to the impacts for “planning” and the role of the “planner” in this experimental setting. In addition, we problematize our own role as researchers being actively involved not only in studying but also potentially shaping linkages between the experiments and its wider institutional planning context.

Additional info: Co-author: Kelsey Oldbury, VTI Swedish Road and Transport Research Institute (same affiliation as Jacob Witzell).

## **SESSION C – PART I & II: PARTICIPATION AND INNOVATIVE PLANNING METHODS**

**Author:** Maria Wilke, [mariaw@lbhi.is](mailto:mariaw@lbhi.is)

**Title:** Iceland’s approach to coastal and marine planning: Perspectives on participation

**Abstract:** Coastal communities in the North depend on the resources of the sea to survive; yet human activities severely impact those vital marine ecosystems. Coastal and marine spatial planning aims at ecosystem-based management of ocean resources, bringing different stakeholders and the public together to discuss their conflicts of interest and forge a sustainable path forward. Public participation is a crucial element to make the planning process democratically legitimate and sustainable in the long-term. Planning of the coast and sea is new to Iceland and two pilot projects were initiated in the Eastfjords and Westfjords

regions as well as approved for the North of country in Eyjafjörður and Skjálfandi Bay. These areas are characterised by their multiple use of the local marine space through fishing, fish farming, tourism and shipping. To assess public participation in the coastal and marine planning process, data was collected through semi-structured interviews, conversations, observations and analysis of documentation in three case studies in the Eastfjords, Westfjords and the North. The results indicate that a limited group of stakeholders has been engaged in the information gathering for the plans for the East and West rather than in the discussion or decision-making process. This lack of public participation highlights the need for more in-depth communication about the planning process and marine issues in the communities as well as an urgent need for inclusion of the public into coastal and marine planning.

**Author:** Kaisa Karvinen, [kaisahkarvinen@gmail.com](mailto:kaisahkarvinen@gmail.com)

**Title:** Nordic LARP as participatory and speculative design method

**Abstract:** I would like to introduce Live Action Role-Playing (LARP) as a speculative exercise and a participatory design method that can be used to find ways to collaborate with the urban environment and take part in shared spatial production. By larping, we can experiment with how the urban environment manifests itself as architectural archives, i.e. physical objects and as repertoires of experience, i.e. embodied memory and ways of doing things. The aim of the LARP is to get the player to observe the city from the inside and let the city's adaptable and changing nature become visible. LARP encourages the participant to re-imagine the factors that have an impact on rapid local changes in cities. In addition to being an urban design tool, the LARP is a way of being together, with elements of play and ritual. Along with the changes in the city, participants focus on their own roles as urbanites, as well as the roles of other city dwellers, be they humans, animals, or any other organisms. During the LARP participants examine the decision-making processes that over the course of history have materialized as a city space. In the paper I approach the topic through theLARPs I have organized 2016-2022, new-materialist and feminist theory, texts from the field of performing arts, and theories related to urban design.

**Author:** Xunran Tan, [xunran.tan@aalto.fi](mailto:xunran.tan@aalto.fi)

**Title:** Improving Stakeholder Engagement with a Participatory Toolkit

**Abstract:** Digitalization of participatory planning is more desired since the global pandemic outbreak in 2020. However, many research have shown that digital participatory methods could not replace the traditional ones yet but serve as complements. Moreover, combinations of several participatory methods in practice work better than one. Therefore, as a part of the outcomes of the HUPMOBILE project, a participatory toolkit "Participatory.Tools" is developed by Aalto University and the City of Riga, aiming to provide a platform for planners and the public to select suitable participatory methods. The toolkit collects 16 traditional and 16 digital participatory methods. These methods are categorized by several criteria: mode of communication, group size, geographical scope, skills demand, resources demand, planning phase, level of involvement, type of enabling tool, and knowledge & engagement type. These criteria are used as filters in the toolkit for users to select suitable methods. All the methods are described in detail. The toolkit also provides tools suggestions and example cases for users to understand how the methods should be implemented in planning processes. The toolkit was tested in two workshops in 2021 by HUPMOBILE partner cities: Turku, Tallinn, Riga, and Hamburg. Planners from the partner cities reflected on their usual stakeholder engagement practices and then used the toolkit to select preferable methods to develop their stakeholder engagement plan. The workshop results show that with the help of this toolkit, planners could find suitable and feasible methods to improve their stakeholder engagement plans. The toolkit could help planners select traditional and digital tools that complement each other. Further interviews and surveys will be conducted later to identify more added value this toolkit could bring to participatory planning process. Keywords: Participatory Planning, Public Participation, Stakeholder Engagement, Participatory Methods, Digital Tools

**Author:** Hannu Linkola, [hjlink@utu.fi](mailto:hjlink@utu.fi)

**Title:** Soft methods for hard systems? The institutional contexts and experiences of 3D geovisualization in participatory planning

**Abstract:** The development of 3D models and visualizations has encouraged researchers and planners to study the possibilities of these technologies to promote the reciprocity of land use planning. 3D geovisualization has been thought to improve stakeholders' possibilities to understand and evaluate the contents and impacts of plans, as well as to offer new platforms for expressing how different spaces are perceived and lived in. However, the realization of this potential depends on what kind of practices are adopted, what kind of data is being gathered, and which discursive environments are the models integrated into? Our paper discusses the use of 3D models and visualizations in Finnish municipalities. We lay particular emphasis on the ways in which geovisualizations are used in participatory planning, asking what kinds of desires and expectations are connected to these technologies and how they are being put into practice. The analysis is based on a recent survey among the officials responsible for land use planning and monitoring, and it covers different types of municipalities. We have also conducted interviews on the topics that have emerged from the survey. The results show that the 3D-models and -visualizations are regarded as promising and attractive tools, but, so far, their usage in participatory planning has been occasional and sporadic. Moreover, the benefits are mostly evaluated on the basis of the technical usability and representational qualities. From the perspective of the planners, the core value of 3D geovisualizations seems to be their ability to represent physical space and educe peoples' preferences. By contrast, planners seldom approach the 3D models and visualizations from the perspective of wider power relations and social contexts of planning. Thus, instead of challenging or rearranging the current discursive compositions, the new tools rather reinforce existing ontologies of planning, albeit inherently entailing the potential to support new interfaces between planners, participants and material spaces.

Additional info: Hannu Linkola, Salla Eilola, and Nora Fagerholm Department of Geography and Geology, University of Turku, Finland This research is part of a research project, GreenPlace, funded by the Academy of Finland. Together with an abstract from the same project by Salla Eilola this research brings forth different aspects to the discussion on 3D visualization use in participatory planning.

**Author:** Salla Eilola, [salla.eilola@utu.fi](mailto:salla.eilola@utu.fi)

**Title:** 3D visualisations for participatory urban and landscape planning: what a systematic mapping of research literature can tell us of their potential

**Abstract:** Participatory planning and collaborative processes have become mainstream talking points in spatial planning and so have also the opportunities that digital technologies offer to planning. 3D visualisations, such as 3D city models, have attracted attention in their capacity to support citizen and stakeholder participation in planning processes. Use cases and the development of these technologies are prolific in and outside of academia by researchers and public and private actors. However, the technical advances of 3D visualisations still outstrip our current understanding of their benefits, appropriate uses and usability in practical participatory planning contexts. There are no reviews or systematic mapping of literature, to our knowledge, which investigate the available evidence of usefulness of particular 3D visualisations or document the scope and gaps in current research on 3D visualisation applications in participatory planning. To answer this need we conducted a systematic mapping of academic literature reporting recent case studies of 3D visualisations that have been utilised or developed for participatory urban and landscape planning contexts. We followed established guidelines for systematic reviews and used Scopus, ISI Web of Science and Open Grey repository as primary electronic databases and Google Scholar as a secondary source. Altogether, we reviewed 46 case studies globally. Our findings highlight the heterogeneity of scales, planning contexts, terminology and technological solutions of 3D visualisations. Moreover, the scarcity of real-life planning cases and robust and well-documented usability evaluations are evident in the literature. We discuss the limitations of the existing academic literature for evidence based understanding and suggest a common framework for reporting in the field of participatory 3D visualisations to enable more rigorous and systematic evaluation of the usability, best practices and benefits of these technologies in participatory urban and landscape planning. This research is part of a research project,

GreenPlace. Together with an abstract from the same project by Hannu Linkola this research brings forth different aspects to the discussion on 3D visualization use in participatory planning.

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# Theme 6: Conflicts and collaborations in planning

**Theme description:** This theme focuses on conflicting aspects of planning activities and how they are dealt with in planning frameworks and between planning actors. Planning processes are often 'centre stage' in disagreements and disputes over suggested new developments in places and areas. This seems to have increased with the pressure for planning more sustainable futures. Conflicts and resistance (e.g. NIMBY) typically arise between growth agendas and environmental, social and cultural concerns. Also, there is often dissatisfaction with inclusion and collaboration efforts in the planning process itself. The theme invites discussion of the limitations and possibilities of planning in such 'conflictual contexts', e.g. what kinds of planning conflicts and collaborations are emerging, and what can be learned from them? Examples: 1) Coastal tourism, nature protection and community development. Incl. sustainable development of 2<sup>nd</sup> homes, 2) Urban densification and high-rise building, and 3) Windmills, solar energy, and other larger 'greening' facilities

## SESSION A: CHALLENGES IN PLANNING IMPLEMENTATION

**Author:** Aleksi Heinilä, [aleksi.heinila@uef.fi](mailto:aleksi.heinila@uef.fi)

**Title:** Rule of law and communicative planning in Finnish planning legislation

**Abstract:** We examine two models of governing land use planning issues, manifested in the Finnish Land Use and Building Act (132/1999, LUBA). These are the (legal and political-theoretical idea of) rule of law and the (planning-theoretical idea of) communicative planning. There are many interpretations of both concepts, but certain characteristics of both can be identified. The LUBA is, of course, based on the rule of law but it also reflects many ideas of collaborative planning, which had its heyday at the time the law was drafted. There are evident tensions between these models of governance. Communicative planning is horizontal, goal-oriented collaboration between stakeholders that aims for consensus through communication and deliberation. At the core of rule of law lies the control of (public) powers (and the neglect of power relations is a common criticism towards communicative planning). Under the rule of law, these powers can only be exercised by accountable public authorities, the relation between authorities and citizens thus being vertical. There are, however, also parallels between the two. Democracy and participation can be seen as common denominators, at least when the rule of law is understood as the democratic rule of law. Even though democracy is conceptually not always seen as a necessary condition of rule of law, it is quite incomprehensible without it, at least from a Nordic perspective (see e.g. Tamanaha 2004). The collision of these two models of governance also produces practical consequences. It is documented that stakeholders perceive the means of participation in the Finnish statutory planning system as sufficient or even good, while at the same time the chances of having an actual influence on planning decisions are seen as slim. One reason for this, we argue, is that while planning procedures and practices emphasize communicativeness, the decision-making itself is defined by the rule of law. The planning process and decision-making are, ultimately, decoupled.

Additional info: This abstract is co-authored with Associate Professor Hanna Mattila, Aalborg University and Professor Raine Mäntysalo, Aalto University.

**Author:** Michael Tophøj Sørensen, [tophoej@plan.aau.dk](mailto:tophoej@plan.aau.dk)

**Title:** The Emergence of Large Second Homes in Danish Coastal areas – a Blessing or a Curse?

**Abstract:** For several decades, the Danish planning system has been one of Europe's most consistent and efficient planning systems with clear goals, zoning and authority structure. However, in recent years the planning system has developed in a rather complex direction with many and in some cases conflicting goals. In addition, one of several zone types in the planning system - the holiday home zones - has for decades been the subject of a lack of or "stepmotherly" planning activity in Danish municipalities. The challenge that currently challenges the Danish planning system, and the holiday home zones in particular,

the quite a lot is the development of large holiday homes in the Danish coastal areas. This is an incipient problem that can probably be averted if the legislature and the planning authorities want to. But the solutions are not without challenges; and the question is whether there is a limit to how many societal considerations and tasks a planning system can handle and process - and whether this limit is being reached in Denmark.

Additional info: By: Michael Tophøj Sørensen (Aalborg University), Rasmus Nedergård Steffansen (Aalborg University), Jan Kloster Staunstrup (Aalborg University) and Anne-Mette Hjalager (University of Southern Denmark)

**Author: Pauliina Krigsholm, pauliina.krigsholm@aalto.fi**

**Title: Setting a deadline for plan implementation: Instrumental comparison between Swiss building obligation and Finnish reminder to build**

**Abstract:** Failure to implement plans is a significant barrier to effective planning. Majority of the studies on plan implementation have focused on assessing the extent to which the quality of plans is achieved. The timing of actual development – and how it can be influenced – has received much less attention in the literature. Due to differences for instance in planning cultures and governance and administrative structures, the policy interventions to plan implementation vary country to country. This paper investigates and compares specific policy tools intended to control the timing of supply of land to development purposes in Switzerland and Finland. In the Swiss case the policy tool is called a building obligation, in the Finnish case a reminder to build. The paper first compares the instrumental design of these policy tools to create basic understanding of this kind of rarely applied, coercive regulatory instruments. To highlight the role of the national context for the implementation of these tools, the paper then conceptualizes who are the actors affected by a building obligation and a reminder to build by using a ‘triangle of actors’ of a public policy as a theoretical frame. Even though in both countries the policy target groups are the same, private landowners not willing to develop a zoned land for some reason, the analysis shows some noteworthy differences in third parties either negatively or positively affected by the policy problem.

Additional info: Co-author: Andreas Hengstermann, Ulster University, Swiss National Science Foundation research fellow, School of the Built Environment, Belfast, UK

## **SESSION B: HANDLING NATURE AND PEOPLE IN REMOTE AREAS**

**Author: Terje Skjeggedal, terje.skjeggedal@ntnu.no**

**Title: Land use planning in mountain areas: Conflicts, collaborations and common arenas**

**Abstract:** Mountain areas are often subject to conflicts between different user interests and protection. In this presentation we use the case of Dovrefjell, a large mountain range in the centre of Southern Norway, to examine the different land use planning and management processes in mountain areas, applied in accordance with the Planning and Building Act and Nature Diversity Act, and discuss how such land use planning and management processes might be improved for better handling of conflicts. Even if common interests and agreements largely characterize the planning processes in mountain areas in practice, small and seemingly insignificant conflicts of interest may create large and unnecessary problems if planning processes are poorly performed. Rather than concentrating discussions on the centralization–decentralization axis, it might prove more fruitful to discuss how the interaction between actors and the division of responsibility in the multilevel governance network could be played out. We find that although influenced by trends of decentralization, inclusion and integration, and principles for multilevel governance, the land use planning approaches for use and protection are still performed in the shadow of instrumentalism and hierarchy with little awareness of their limitations in practical use. The “communicative turn” has stimulated comprehensive participation processes, but these consensus-oriented processes have to a little extent been able to handle conflicting interests. We claim that the empirical garbage can model can be reformulated as a normative “arena model”, as a trading zone for planning and management, focusing on problems, participants, knowledge/solutions, and results. In the future planning and management of valued mountain areas, it will be vital to establish common arenas as

trading zones for collaboration and coordinated municipal, regional and national planning and management, combining instrumental and communicative practices with agonistic approaches in a multilevel governance network, and focusing on substantive issues as well as the processes.

**Author: Carsten Jahn Hansen, [jahn@plan.aau.dk](mailto:jahn@plan.aau.dk)**

**Title: Integrated Coastal Planning – between protection and development?**

**Abstract:** For decades, pressure from tourism development interests and increasingly urbanized perceptions of coastal living has generated tensions internationally between tourism and local communities, as well as between competing views on sustainable coastal development. In contrast and until recently, Danish coastal governance has been known to be restrictive and protective, with emphasis on environmental concerns and nature protection, while still ensuring public access to the coast. However, lately we have witnessed a shift in attention towards catering more for development in Danish coastal areas. It is inspired by ideas and policies of ‘urban’ sustainable tourism, and it has resulted in a significant change in coastal planning paradigms, principles, institutions, and instruments. This chapter uses the Danish example to illuminate and discuss the search for new balances between protection and development and a renewed role of planning in coastal areas between national, regional, and local actors. It portrays a process of transforming the coastal planning system through neoliberal agenda’s, attempts at increased strategic integration across scales and sectors, but also through maintaining selected regulatory powers. It shows the fragmentation of parts of the former planning system, however it also illustrates the emergence of new cross-boundary planning spaces and new coordination activities that may generate useful lessons for a future sustainable coastal development.

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**Author: Knut Bjørn Stokke, [knut.bjorn.stokke@nmbu.no](mailto:knut.bjorn.stokke@nmbu.no)**

**Title: Nature - the blind spot in land-use planning?**

**Abstract:** We are currently facing two major and interlinked global challenges: climate change, and loss of nature habitats and biodiversity. While climate change has been high on the political agenda, loss of biodiversity has received less attention. Solutions for reducing emission of CO<sub>2</sub> may also mean increased land degradation, such as wind power development in pristine nature areas. Public land-use planning is intended to be the core instrument for management of land, and e.g., in Norwegian planning law, sustainability is officially a prioritized goal for planning. However, to what degree and how does nature actually play a role in planning? Is it indeed a “blind spot” as claimed by Hessen and Vandvik (2022), or is it a more nuanced picture? The aim of this newly started project is to investigate the role nature considerations plays in planning procedures. It emphasis two main drivers for land use changes in Norway; onshore windpower development and second home development. They are organized differently. Wind power planning development has been centralized according to the Energy law, and thus largely outside the ordinary municipal land use planning. Windpower development has met considerable local opposition, because of extensive landscape impacts and because of the central planning procedures with limited room for local influence, particularly in the detailed planning phase. Second home planning adheres to the land-use planning system carried out by the municipalities. While second home development has largely been accepted in local communities, there is now a growing local opposition. One aim of this project is to compare these two systems and how knowledge about nature is applied. In this paper we will compare the two different planning systems and discuss them in light of how nature is handled in the planning processes and related Environmental Impact Assessments.

Additional info: Co-authors: Professor Inger-Lise Saglie and Ass. Profesor Sebastian Peter, NMBU. Senior researcher Lars Gulbrandsen and senior researcher Tor Håkon Inderberg, The Fridtjof Nansen Institute.

**Author: Jan Vidar Haukeland, [jvh@toi.no](mailto:jvh@toi.no)**

**Title: Integrating visitor management in spatial planning in Norway – opportunities and challenges**

**Abstract:** Rapid increase in tourism may be both beneficial and harmful to local communities. Such developments may stimulate the local economy and even vitalize local culture but simultaneously put more pressure on fragile local natural and cultural resources. The threats and opportunities call for well-organized visitor management (VM) to safeguard sustainable solutions, as larger tourism influxes require a series of socially approved and closely coordinated VM measures. A varied range of stakeholders exert interests in VM, i.e. regional and local planning authorities, nature management agencies, tourism and other private industry interests, non-government organizations, landowners, and local resident groups, among others. A key challenge, however, is to facilitate and incorporate VM planning and decision-making processes into existing legal and institutional frameworks, as for protected nature areas (PA) according to the Norwegian Nature Diversity Act and municipal spatial planning according to the Norwegian Planning and Building Act. VM has so far been integrated in PA management, with the national aim that all larger PAs should have launched a visitor management strategy within 2020. However, there has been no tradition to integrate VM into wider spatial planning practices. Spatial planning focuses mainly on the built environment, whereas areas located between urban centers and PAs lack attention and are regulated in municipal land-use plans as multifunctional areas for agriculture, nature conservation, outdoor recreation and reindeer herding. Nordland County Council has initiated a pilot VM project, and the case study areas of our research project (LandTime) link directly up to this pilot. A key concern is how to integrate VM in spatial planning in small communities in remote rural landscape settings. In this paper, we will discuss opportunities and challenges in integrating VM in spatial planning, in coordination with VM for PAs, and how to deal with dissimilar planning temporalities, i.e. urgent short-term vs. long-term sustainability issues.

Additional info: My own affiliation: Institute of Transport Economics (TØI) Co-authors : Knut Bjørn Stokke, Norwegian University of Life Sciences (NMBU) Inger-Lise Saglie, Norwegian University of Life Sciences (NMBU)

# Theme 7: Perspectives of regulatory planning – challenges and opportunities

**Theme description:** *This track sets out to explore regulatory planning and detailed planning issues in its broadest sense - ranging from land policy implementation over land use / urban planning to land management. In particular are all perspectives related to detailed (local) planning welcome - both in order to compare across the Nordic welfare states, and to explore if there is, for example, a special Nordic planning regulation culture and planning administrative culture in the Nordic countries? And if so, what can we learn from each other and what can other countries possibly learn from the Nordic countries? Examples: 1) Sustainability considerations in planning - to what extent is there, respectively, should it be possible to regulate sustainability issues in e.g. binding detailed planning?, 2) Plan damages - what happens when planning that is otherwise legal results in e.g. neighbor nuisances?, and 3) Development agreements - how are they used in the various Nordic countries?*

## SESSION A – PART I & II: COMPARATIVE PERSPECTIVES ON ENVIRONMENTAL IMPACT ASSESSMENTS AND STRATEGIC ENVIRONMENTAL ASSESSMENTS

**Author:** Hanna Mattila, hama@create.aau.dk

**Title:** Environmental impact assessments and public participation in planning: Comparative perspectives on the Finnish and Danish systems and practices

**Abstract:** In this paper, we discuss planning processes focusing on the mandatory public participation and environmental impact assessment procedures in the Finnish and Danish context of planning. However, we also take a look at the practices of impact assessment and participation, which oftentimes go further than just follow the minimum criteria set by legislation. Our point of departure is the Finnish planning system where the procedures of participation and impact assessment are interconnected via the Participation and assessment scheme (Land Use and Building Act 132/1999, Sections 9 and 63). The motivation to study these themes from a comparative perspective – in this case, to look at the Danish system via the lens of Finnish law – stems from the ongoing comprehensive reform of the Finnish planning legislation, and the related need to find new, smarter ways of regulation land use planning. We ask in this paper, how does a planner know what kinds of environmental impacts need to be assessed in different types of plans based on the legislation in Denmark and Finland. We also ask, how can the public influence on the screening and scoping of impact assessment in the respective countries. Furthermore, we study the role of such appeals against plans that are based on the insufficiency of impact assessments, asking what is the role of the written law, on one hand, and case law, on the other hand, if we wish to develop planning procedures that are not likely to be challenged on the grounds of insufficient impact assessment processes. We use as our material in this study relevant Acts in Finland and Denmark, case law, and research literature on participation and impacts assessments in planning practice.

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**Authors:** Sara Bjørn Aaen, sara@plan.aau.dk, (also presented by Lone Kørnøv, lonek@plan.aau.dk)

**Title:** Determining significance and the role of public participation in Danish environmental assessment practices

**Abstract:** Significance determination is a core element in EIA and SEA theory and practice. Besides being a specific process step in the assessment following the identification of impacts, significance determination could more accurately be interpreted as a practice performed throughout the process from initial screening over scoping, impact analysis and assessment to setting conditions and monitoring. Furthermore, significance is not as objectively defined as regulation could lead one to think. On the contrary, significance is interpreted, negotiated and context dependent, which is why participation becomes a central (and difficult) element in the process. Research on public involvement during EIA and SEA reveals that increased involvement beyond regulatory minimum requirements can help strengthen the assessment and reduce

some of the challenges which characterizes the assessment of significance today. In this presentation we explore the Danish practices connected to significance determination and the role of communicative and participatory aspects, focusing specifically on; how it is practiced, when and by who and we explore the many different interpretations of significance that exists in EIA and SEA processes and how the regulatory framework governs significance determination practices in Denmark.

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**Author: Aleksi Heinilä, [aleksi.heinila@uef.fi](mailto:aleksi.heinila@uef.fi)**

**Title: Should we monitor the actual environmental effects of plans? The case of the statutory planning system in Finland examined**

**Abstract:** One key feature of applying land use planning legislation (and environmental decision-making in general) is that it is future-oriented. Whereas for example the application of criminal law assesses factual events that have happened in the past, the application of the substantive law concerning land use planning tries to assess what might happen when the plan is carried out. This feature brings with it an inevitable element of uncertainty. A lot of this assessment is based on modelling (see Paloniitty & Kotamäki 2021). Thus, the environmental impact assessments of plans that the planning decisions are based on, are only predictions (e.g. Heinilä 2017). Thus, there might be a need for monitoring the de facto environmental effects of plans. An actual legal obligation to such monitoring is included in the SEA directive (Directive 2001/42/EC of the European Parliament and of the Council of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment). Article 10(1) of the Directive states that Member States shall monitor the significant environmental effects of the implementation of plans and programmes in order, inter alia, to identify at an early stage unforeseen adverse effects, and to be able to undertake appropriate remedial action. In the guidance document concerning the implementation of the Directive, monitoring is described as an activity of following the development of the parameters of concern in magnitude, time and space. The paper analyses the Finnish statutory land use planning system from these factual and normative perspectives concerning monitoring. In the Finnish land use planning legislation (and perhaps in planning practice, too) monitoring seems to have been an overlooked theme to some extent.

**Author: Jonne Hytönen, [jonne.p.hytonen@jyu.fi](mailto:jonne.p.hytonen@jyu.fi)**

**Title: Elaborating biodiversity offsetting towards ecological accounting of land use planning**

**Abstract:** Biodiversity offsetting has been suggested to ease biodiversity loss caused by land use projects in the future. For example, as housing production and transportation infrastructure unavoidably always cause some loss for biodiversity, these losses can be compensated in another location to prevent habitat and other losses caused to the environment. The idea of biodiversity offsetting is not without problems: concerns of greenwashing and acceleration of construction projects with negative environmental impact can be raised. The costs that constructors pay for compensation can be comprehended as a paid permission to harm the environment. In the core of biodiversity offsetting critique is a demand of more restrictive planning policies: prevention of biodiversity loss should be prioritized, instead of seeking ways to facilitate new projects that cause environmental harm. In our presentation we aim to discuss how biodiversity offsetting procedure should be elaborated to fit well into the context of Finnish and more broadly to the Nordic publicly driven land use planning. We combine theoretical aspects from planning and biodiversity offsetting research. To have positive impact on planning principles from a sustainability viewpoint, we suggest that the offsetting procedure needs to be developed into a new direction that supports city-regional planning. We sketch an idea of ecological accounting in land use planning: such accounting should take into account all cases of detailed planning, to compare the ecological weight between the potential locations of future development projects. Such obligatory alignment would follow principles of so-called strong sustainability, by preventing biodiversity loss at the first place. The aim would be to steer development smartly into certain, ecologically reasoned directions. Further, any voluntary and privately driven biodiversity offsetting alone, initiated by landowners and developers to enhance project development would ground on weak sustainability thinking and should thus be avoided.

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**Author: Ismo Pölönen, ismo.polonen@uef.fi**

**Title: Collaboration in EIA law – Needs for stronger legal steering?**

**Abstract:** Collaboration in EIA law – Needs for stronger legal steering? Public participation and consultations are fundamental parts of environmental impact assessment (EIA). It is meant to be an open process for discussion and participation of different actors. EIA aims to increase the transparency and broadens the information base of planning and decision-making. It is also meant to be an interactive and communicative policy instrument that should facilitate direct participation, offering different forms of participation during the EIA process. EIA systems have collaborative objectives and they typically enable or support the use of interactive and co-operative planning modes. Corresponding legislation provides frameworks for the environmental impact assessment process, including public participation. However, the practices of public participation, consultation and collaboration have evolved, to a large extent, without direct legal obligations. The types of public participation and consultation differ not only between jurisdictions, but also between the projects. This paper analyses the relationship between law on environmental impact assessment and collaborative objectives of EIA such as co-operative relations between stakeholders, mutual learning and co-planning. It examines the sufficiency of formal participation requirements on EIA (EU and Finnish EIA legislation) for addressing the conflicting land use interests and enhancing transition to sustainable use of natural resources through collaborative means. It also suggests regulatory means for improving the quality of EIA systems.

**Author: Anna-Kaisa Tupala, anna-kaisa.h.tupala@jyu.fi**

**Title: Social impacts of biodiversity offsetting: A review**

**Abstract:** All land use development bear an impact on biodiversity. In the era of escalating environmental crisis, biodiversity offsetting has been seen as a one way to gain control over negative environmental impacts of land use projects. However, the local people aspect often lacks from the technically and legally oriented work in which offsetting procedures are being elaborated. Biodiversity conservation is typically governed at national or state levels, but the harm caused to biodiversity as well as people occurs locally. In biodiversity offsetting, biodiversity values can be relocated far from the original area, but relocating the values people hold regarding their nearby nature may not be possible. Here I present results from a review, where we studied current understanding of the social impacts on biodiversity offsetting based on scientific literature. We identified a clear research gap in relation to the opportunities local people have to participate in decision-making processes related to biodiversity offsetting. Biodiversity offsetting can cause the displacement of local people and negatively affect their livelihood, but there is little literature on that aspect of the offsetting procedure. Local people have an interest to participate on the development of their nearest green area, but they are seldom invited to the process. Planning research could provide insights to participatory needs of offsetting.

# Theme 8: Spatial data management

**Theme description:** *Spatial data is increasingly being collected about most parts of urban activity and it is increasingly essential to understand how flows of data will influence the future planning processes. Today data is used to support the decisions made in urban planning and data can enlighten and document the environmental state and give us information about air quality, traffic situations or climate related indicators. In the future, citizen science and open data will be the new normal and that could give different interpretations and create new innovations and possibilities. Combined with the growing focus on social media and alternative digital platforms this could eventually change the whole backdrop of urban planning. Data have many sources and therefore issues such as quality and ethics have become evenly important. Authorities are establishing digital planning conceptual data models, where legislation and zoning are defined by digital boundaries and searchable databases. The transition of the legal basis of planning, from analogue to digital is a challenge whether it is based on scanning or human interpretations of the analogue planning documents. Examples: 1) Sensing the city – Planning with data from environmental sensors, drones, wearables, and other digital tools, 2) Technologies, people and planning – Smart city planning, participation, digitalization, information modelling, and 3) Digital planning – Most plans are converting to new media types and how is this implemented in legislation, administration, and practical tools.*

## SESSION A: SPATIAL DATA MANAGEMENT – TOOLS, METHODS, AND DIGITIZATION OF PLANNING

**Author:** Stein Arne Rånes, [stein.a.raanes@tffk.no](mailto:stein.a.raanes@tffk.no)

**Title:** Digital Twins and Marine Spatial Planning: The Case of the Arctic Coastal Demonstrator.

**Abstract:** Digital Twins of the Oceans and Marine Spatial Planning can act as powerful enablers of the European Green Deal. This paper will report on the work in progress at the Arctic Coastal Demonstrator, where a Digital Twin of the Region is used to turn Marine Spatial Plans into Climate Smart Plans. This work is part of the EU-funded IMPETUS project launched in Oktober 2021 with the objective: turn *climate* commitments into tangible, urgent actions to protect communities and the planet. The Arctic Coastal demonstrator is one of seven demonstrators around Europe but the only one trying to build resilience through Marine Spatial Planning. Troms and Finnmark County Council (TFCC) will demonstrate the potential of the digital twin of the region to support the co-creation of Climate Smart Marine Spatial Plans. The presentation will be given by Stein Arne Rånes, the Project Manager of IMPETUS/TFCC.

Additional info: Practitioner

**Author:** Christian Fertner, [chfe@ign.ku.dk](mailto:chfe@ign.ku.dk)

**Title:** Digitisation of plans and its relation to planning practice. Findings from ESPON DIGIPLAN.

**Abstract:** In the past decade, many European countries have taken significant steps to set up digital plan registers and digitise spatial planning processes. This opens for a range of new opportunities in planning, but also affects planning practice and the role of planning. In the ESPON project DIGIPLAN we explored the development and state of digital plans and plan data in several European countries as well as the obstacles and main drivers for the digitalisation. The digitisation of plan data emerged with the availability of GIS software with graphical user interfaces in the 1990s and innovative towns and individuals, who began to explore its potential. However, in the latest development, digital plan data has become embedded within established planning practices. Digital plans are becoming mainstream in planning processes and plan data has been integrated with other sectors and is now used beyond the traditional planning sphere, becoming part of a wider 'integrated digital governance'. In DIGIPLAN we used an explorative approach to shed light on more or less advanced digital practices in different spatial planning contexts. I will present general concepts around digital plans and plan data developed in the project and provide insights from case studies from Denmark, Austria and France related to the relation between digitalisation of plans and planning practice change.



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**Title: Identifying the role of missing spatial data of parking spaces from land use plans and building permits**

**Abstract:** In Finland, the general objective of urban planning is to create the conditions for a favourable living environment and to promote ecologically, economically, socially and culturally sustainable development. In accordance with the Land Use and Building Act, the land use plan must be drawn up in such a way as to create the affordable conditions for a healthy, safe and comfortable living environment, regional access to services and the organization of transport. Car parking has been identified as one of the key parts of the urban transport system. The development of the cities will be strongly intertwined around the design and implementation of parking spaces, as car parking in the urban environment affects everyone who moves, does business and lives there. Therefore, the urban planning process must consider the needs of everyone who uses parking services as well as other city dwellers. At the same time, when promoting urban development, authorities and urban planners must ensure the vitality and competitiveness of the cities. Thus, parking policy has become an essential part of urban and transport planning. Despite the role of car parking in urban and transport planning, the car parking steering and management systems are insufficient and incoherent. Moreover, documentation related to the physical location and number of parking spaces is highly fragmented. At the same time, current land use planning processes create low efficiency used parking space reserves due to a lack of overall understanding. Therefore, there is an obvious need to explore what data is needed, how could the data be collected, and how should the data be managed to create spatial data from parking spaces for future urban development processes?

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**Title: Data for planning: Spatial data infrastructures and knowledge co-production for the democratisation of planning processes**

**Abstract:** Data plays an increasingly important role in planning and spatial data infrastructures is seen as the foundation for a successful planning process. The traditional way to organise and keep data updated has been through government programs and larger data consolidations. These initiatives still play an important role in the whole setup, but it is now obvious that new data channels are building up and this will create new scenarios and possibilities in planning. It is widely accepted that citizens will gradually play a more active role in the democratisation of planning processes by using their own data in knowledge co-production. With volunteered geographic information (vgi) and citizen science as important methods, the planning paradigm is changing at an ever-increasing pace and the 'digital' involvement of the public at large similarly increases the odds of making planning becoming more transparent. In exploring how planning data and the planning tradition intertwine, this presentation delves into the evolution of planning data digitalisation in Denmark relation to shifting planning traditions. The presentation discusses how data in general was traditionally treated by computer science, followed by its progressive shift from 'technical' expertise to planners, and on towards its more recent forms of engagement and participation (e.g., vgi and citizen science). On this basis the presentation discusses critical issues of validation, data management and democratisation of planning through data and the tendency towards open data. What happens when citizens data are enrolled and overlaid in the planning process and creates new levels of knowledge? What about data ethics and data quality in this new setup?

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**Title: Socio-spatial analysis for integrated land use and transport planning**

**Abstract:** Advances in transport modelling software and the increase of accessible data were hailed as a panacea to complex decision-making around integrated land use and transport planning projects (see Hilferink and Rietveld, 1999; Wegener, 1998 and Yigitcanlar et al., 2007 for example). However, the practical reality of planning implementation is often more related to political pressures and available economic and ground ownership positions (Tan et al., 2014). Barriers such as lack of transparency in the

planning support systems and software tools, and disconnect with the planning process persist (te Brömmelstroet and Bertolini, 2010). Future planners need to not only learn state-of-the-art spatial analysis methods but also be given the critical skills to evaluate their outcomes and determine a sensible course of policies. This necessitates educational strategies beyond the application of trendy software tools that equips the learners with fundamental knowledge of morphology, travel behaviour, demography, and sociology. Ethical considerations must also be taught early on. The thesis track on transport and mobility planning in the MSc program of Land use management (Areal og eiendom) at HVL has generated innovative and experimental methods of socio-spatial analysis with graduate research in close collaboration with our practice partners in various municipalities and consultancies. The article shows five instances of graduate research using cross-scale approaches to analyse sustainable and inclusive mobility via walkability and cycling analysis in Bergen, Norway, and evaluating transit-oriented development along regional corridors in the Bergen and Oslo regions. Methods applied range from accessibility analysis to place analysis with GIS and Space Syntax. The research combines open-access demographic, social and spatial data. Students are trained in ethnographic observations to collect new empirical data. The article discusses what training has been given, what are the limitations and how students are encouraged to interpret results and translate their insights into specific policy recommendations.